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ALL HANDS

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Left: Navy Birthday—In observance and celebration of the Navy's 200 years of service to the nation, President Ford participates in birthday ceremonies on 9 Oct 1975 at the Washington Navy Yard. As the Ceremonial Guard marches by in the foreground, the President stands flanked by Secretary of the Navy J. William Middendorf II, left, and by Chief of Naval Operations Admiral J. L. Holloway III, right. At the far left is RADM Ralph H. Carnahan, Commandant, Naval District Washington, and far right, Seaman Steven Dunn, representing the youthful Navy of the future. Photo by PH2 Terry Mitchell, USN.

Front Cover: A member of the Pacific Fleet Combat Camera Group is captured on film striding through the water. Photo was taken by fellow diver PH2 Pete Romano.

BACK COVER: A member of the crew of USS Mount Whitney (LCC 20), Edward L. Anguliano, holsts a replica of the original Navy Jack at Norfolk, Va. The Continental Navy Jack was reinstated for the 200th birthday of the Navy on 13 Oct 1975, and it will continue to be flown through December 1976 as part of the Navy's and the Nation's bicentennial celebration. Photo by PH2 M. Lee Dumond, USN.



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Mobile Logistic Support Force

AUXILIARY SHIP NAVY

When the Naval Surface Force for both the Atlantic and Pacific Fleets was formed in January 1975, one of the type commands consolidated under this new title was the Navy's Service Force. Consolidation, however, did not change the role of this vitally important logistic support force. Its mission still remains that of providing goods and services to the men, ships and aircraft of the fleet.

The core of this force is a group of underway replenishment ships especially designed to transfer cargoes of fuel and supplies. Coupled with today's vertical replenishment by helicopter, replenishment has been perfected to a speedy but precise procedure for supplying the fleet with the "beans, bullets and black oil" necessary for sustained operations.

The following roundup is based on a review of the evolution of the Auxiliary Ship in the U. S. Navy, made available by the Naval Sea Systems Command, along with recent developments in their design.

Evolution

In early days, ships were restricted in their operations by the requirement for supplies from shore. Initially these supplies were simply food and fresh water, especially fresh fruits and vegetables which spoiled rapidly aboard ship but were vital to health. Periodically a ship would have to call at port or even a deserted beach for such supplies. Cruises without stops were often sagas of deprivation.

Reports of Lord Horatio Nelson and his contemporaries in the Napoleonic Wars revealed again and again how dependent squadrons were on store ships bringing supplies to British men-of-war on blockade or

preparing for battle. The situation worsened with application of steam propulsion to warships. Now they were dependent upon replenishment of coal, as well as fresh water, food and munitions.

By the beginning of the 20th century, this requirement for fuel became a major consideration in all operations, as evidenced by the Great White Fleet's cruise around the world in 1907-1908. Because of the Navy's scanty supply of resources, almost three-fourths of the coal needed to fuel the 16 battleships was supplied by foreign sources. Even in San Francisco Bay, the fleet had to receive coal from British and Norwegian ships and contractors.

Ammunition was also a problem. At Manila Bay in 1898, Commodore Dewey closed to a range of 5000 yards from the Spanish ships before ordering Captain Gridley to "fire when ready." He did so because he couldn't afford misses; there was no nearby source of ammunition to resupply the U. S. ships.

To fulfill these supply requirements, as well as the need for repairs and other services, navies often have used other ships to provide support to warships. In the sailing era, when requirements were only fresh water, food and sometimes munitions, auxiliary ships were most often merchant ships pressed into service when needed. As steam and rifled guns were incorporated into warship design, more specialized auxiliaries were required, including coal ships or "colliers" and ships that could store and handle bullets and powder bags that replaced round shot and kegs of gunpowder.

These auxiliary ships were incorporated into navies and began accompanying warships to sea on long-range exercises or rendezvousing with them at predetermined locations. Then the collier would pull alongside the warship and, with both ships at anchor, begin the laborious and dirty task of transferring sacks of coal.

In 1899, an operation was performed that could possibly be termed a historical "first." The Navy battleship

Left: The ammunition ship USS Kiska (AE 35).

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Massachusetts was coaled in rough weather from *Marcellus*, with the battleship towing the coal ship some 300 feet behind. A trolley to carry coal sacks was rigged between the two ships and, during an 80-minute operation, 80 loads of coal were transferred as the trolley was operated by sailors heaving on lines.

The relatively leisurely operations of the U. S. Navy early in the 20th century provided little requirement for underway replenishment. However, American sailors gained more at-sea experience. Fuel oil, which could be transferred more easily, replaced coal.

On 6 Apr 1917, the United States entered World War I. Its first assistance to the allies was assignment of destroyers to the British fleet to help combat German submarines. To provide necessary mobile refueling services for these destroyers, the U. S. oiler *Maumee* was sent into mid-Atlantic, about 300 miles south of Greenland and about halfway between Boston and Queenstown, Ireland.

With the then-Lieutenant Chester W. Nimitz as executive officer and chief engineer, *Maumee* initiated underway replenishment techniques now common practice in the Navy. Lines were passed between the oiler and a destroyer steaming about 50 feet away. At least two heavy rubber fueling hoses, about four inches in internal diameter, were passed to the destroyer and connected to deck fittings. When all was ready, *Maumee* began to pump fuel, an operation that required about two hours from the time the destroyer approached the oiler until she cast off lines after her tanks were full.

During fueling operations, hoses were kept clear of the sea between the two ships by a wooden "saddle" suspended from cargo booms on the oiler. These booms also were used in passing supplies in cargo nets and personnel back and forth between ships. Gasoline and fresh water also could be handled by hoses from the oiler to destroyers. In the first three months of the war, *Maumee* refueled 34 destroyers crossing the Atlantic.

Before the outbreak of World War I, a number of specialized auxiliary ships were developed. Destroyer tenders were placed in service to provide maintenance, as well as spare parts, torpedoes, ammunition and other materials to the then-small destroyers. Similarly, submarine tenders supported submarines, with both auxiliary types also affording "big ship" personnel facilities such as medical services, legal counsel and spare accommodations for the smaller craft. In addition, repair ships had a number of wood and metal working shops, cranes and other facilities for major repairs.

After World War I, the categories of auxiliary ships, generally referred to as the Fleet Train and Base Force, were increased. Ammunition ships for carrying munitions in constant-temperature storage holds, sea-plane tenders for serving aircraft and store ships for providing the fleet with refrigerated and dry provisions were added. Virtually all these ships in the pre-World War II era were converted merchant ships. In addition, the fleet had tugs, submarine rescue ships, transports and general cargo ships, plus a few experimental and survey ships.

As omens of another world conflict increased in the

late 1930s, the United States undertook major naval construction programs. In addition to battleships, carriers, destroyers and submarines provided under this effort, the Navy began construction of several large, specially designed auxiliaries, including *Dixie*-class submarine tenders, *Vulcan*-class repair ships and *Fulton*-class submarine tenders. As built-for-the-purpose ships, they had much improved facilities over the generally smaller merchant-type auxiliaries.

With the start of World War II, the U. S. Navy rapidly doubled in size, then tripled and continued multiplying. Hundreds of merchant ships were acquired for conversion to auxiliary roles of every description and hundreds of additional ships were built for auxiliary roles.

New types appeared on the auxiliary lists:



Above: The replenishment oiler USS Kalamazoo (AOR 6). Below: The ammunition ship USS Shasta (AE 33) provides underway



- Tenders for motor torpedo boats.
- Cargo ships for carrying antisubmarine nets and net-laying ships to tend the nets.
- Gasoline oilers to carry aviation fuel and gasoline.
- Self-propelled barrack ships to berth and feed landing craft crews.
- Salvage ships.
- Water distilling ships.
- Stores-issue ships that carried spare parts and other supplies.
- Repair ships for engines, battle damage, landing craft and aircraft.

Within existing auxiliary categories, there were often subclasses, such as destroyer seaplane tenders converted from old destroyers (designated AVD) and small seaplane tenders (AVP), in addition to the larger, full-



replenishment to USS Enterprise (CVN 65) as the frigate USS Bagley (FF 1069) moves into position for replenishment.



size logistical support ships (AV).

By war's end, the Navy also had several hundred experimental, training, fuel and cargo ships carried under the miscellaneous (AG) and unclassified auxiliary (IX) designations for a total of approximately 1800 auxiliary ships. Besides these, several small escort aircraft carriers and merchant cargo and fuel ships were employed in naval auxiliary roles.

Auxiliary ships of World War II operated in virtually every war area where U. S. warships operated. At bases along both the Atlantic and Pacific coasts of the United States, these ships provided repairs and support for all classes of warships. In the Atlantic, auxiliaries refueled warships sailing for Europe and then provided advanced base facilities as the Allies captured ports in North Africa, the Mediterranean and, finally, on the coast of Western Europe.

In the Pacific, the U. S. Navy had lost its overseas naval and air bases in the Philippines and Guam during the early Japanese advances. As U. S. fast carriers struck out across the Pacific in the dark days of 1942, they were accompanied by oilers. Periodically they also rendezvoused with other auxiliaries that provided replacement aircraft, munitions, provisions, etc.

As U. S. forces went on the offensive, auxiliary ships established advanced bases at Ulithi, Eniwetok, Guam, the Philippines, Manus and Okinawa as those areas were taken from the Japanese. These advanced bases, coupled with underway replenishment ships, permitted warships to remain in battle considerably longer than would have been possible had they needed to return to the U. S. west coast, Hawaii or Australia for support and supplies.

An example of these sustained operations occurred during the Okinawa campaign when one carrier task group (normally three or four carriers, plus supporting warships) set a record of 79 days at sea, 52 of which were in combat. The task force flagship, the aircraft carrier *Essex*, steamed more than 33,865 miles in that time, a distance equal to almost one and one-half times around the world at the equator. The fuel for this record operation was provided by underway replenishment from oilers.

Essex was but one of 18 U. S. fast carriers that participated in the Okinawa campaign, along with numerous escort carriers, battleships, cruisers, destroyers and smaller warships. When these vessels and the auxiliary ships returned to the Western Pacific advanced naval bases they were greeted by scores of other auxiliary ships, including repair ships, tenders, hospital ships and more replenishment ships.

When World War II ended, the entire U. S. Navy was reduced severely in size, with auxiliary ships being cut back proportionately. With eruption of the Korean War in 1950, however, the Navy was again rapidly expanded to meet requirements of another conflict that was largely a sea war. The Navy activated a large number of auxiliary ships that had been mothballed after World War II. Some of these ships had seen little or no service then, so they were quite suited for servicing the Korean War-era ships.

It was also during the 1950s that the U. S. Navy established major fleets in the Mediterranean (designated Sixth Fleet) and the Western Pacific (Seventh Fleet), each with some 30 to 50 combatants, including amphib-

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ious ships and auxiliaries. Most of these deployed ships were based on the U. S. Atlantic and Pacific coasts and rotated duty in the Western Pacific and Mediterranean. Thus, other ships were operational in those ocean areas for training, exercises and operational commitments. All required the support of auxiliaries.

Larger Replenishment Ships

This increase in operational U. S. naval strength required additional and larger auxiliary ships in the replenishment categories.

During the 1950s, the Navy constructed six large oilers of the *Neosho*-class, ships that could carry 180,000 barrels of fuel oil or 25 to 40 per cent more oil than the standard Navy oilers of war construction, and at slightly faster speeds. These were underway replenishment (UNREP) ships, as were the five *Suribachi*-class ammunition ships and two *Rigel*-class refrigerated store ships, also constructed in the mid-1950s. These latter ships also were larger and faster than their predecessors. Improved methods of replenishing warships while underway were provided in the design of these and later auxiliaries.

During the same period, four comparatively large tankers were built for the Navy's Military Sealift Command to transport fuel oil from port to port. These ships normally do not replenish warships, but fill oil storage tanks at advanced bases and Navy oilers in overseas areas.

Two other point-to-point carriers of unusual design were constructed for Military Sealift Command at the same time, the dock cargo ship *Point Barrow* and the roll-on/roll-off cargo ship *Comet*. *Point Barrow* resembles Navy dock landing ships, being provided with a floodable docking well in the after part of the ship. Landing craft and cargo barges could be carried, being floated in or out by ballasting down the ship's stern and flooding the docking well. *Comet* is a large "floating garage," a merchant ship with space for some 700 vehicles in her cargo holds, with ramps and side doors for vehicles to load and unload rapidly while the ship is alongside a pier.

By the late 1950s, several technological innovations were taking place in the Navy that would affect auxiliary ship design and operation. Automatic data processing equipment employing computers and helicopters was being put to increasing use. Data processing equipment permitted tenders and replenishment ships to determine more rapidly availability and location of materials, especially the myriad spare parts they carried. Thus, the auxiliary could process more rapidly a warship's request for materials and have them ready for transfer when the ships rendezvoused.

Meanwhile, the helicopter initiated a new type of operation known as vertical replenishment (VERTREP). The helo simply lifted material from the replenishment ship and flew it out to the warship. Use of cargo-carrying helicopters for vertical replenishment reduces the time that ships must steam alongside, a situation in which they are comparatively vulnerable to attack by enemy aircraft, surface ships and submarines. Begin-



Above: USS John F. Kennedy (CV 67) and the store ship USS Rigel (AF 58) during replenishment.





Below: Linehandlers on oiler USS Wichita (AOR 1) heave around during highline transfer operations.



ning with the transfer of personnel and mail, VERTREP operations now have extended to every transferable item except petroleum. Cargo helicopters currently in use aboard auxiliary ships can transfer about 50 tons of cargo per hour between ships, the exact amount depending upon the type of material and distances between ships.

Both automatic data processing equipment, initially called electronic accounting machine system, and helicopters for VERTREP operations were first tested for auxiliary ships in the stores-issue ship *Altair*. Built in World War II as a cargo ship, *Altair* was modified to carry spare parts and dry stores in 1953 and then in 1959 was modified for the electronic accounting machine system and helicopters. These features were incorporated in all new underway replenishment ships.

With respect to warships, there were several major innovations in the U. S. Navy during the 1950s, the most dramatic being nuclear propulsion, nuclear weapons, guided missiles and helicopters. All required special features in auxiliary ships that would support the warships. Two wide-ranging programs were initiated, one of modernizing older auxiliaries and one of constructing new ships.

Known as FRAM (Fleet Rehabilitation and Modernization), the former program provided a large number of auxiliaries with improved capabilities for servicing more modern warships. Some requirements, however, were beyond FRAM capabilities or were uneconomical for conversions, such as higher speeds and handling facilities for large *Polaris* missiles. Thus, a new construction program for auxiliaries was begun.

The Newer Auxiliaries

These new ships fall primarily into two categories, the fleet support ships that provide maintenance and other services in port to warships and the underway replenishment ships. The first of the new auxiliaries were two *Hunley*-class submarine tenders, the first of which was completed in 1962. These and the subsequent *Simon Lake*-class tenders are intended specifically to support *Polaris*/*Poseidon* missile submarines. After a missile submarine completes a 60-day submerged deterrent patrol, it goes alongside the tender for about two weeks of maintenance and replenishment. The tenders carry all necessary stores and supplies for submarines, can perform almost every repair that could be required, have replacement missiles if they are needed and extra berthing space to accommodate several hundred submariners during the change of crews between the 60-day patrols.

Other tenders constructed during the 1960s and into the 1970s are the *L. Y. Spear*-class which service attack (non-missile) submarines, nuclear and conventional, and the *Samuel Gompers*-class destroyer tenders which can support today's modern, highly complex destroyer-type warships.

New replenishment ships built in this period are the *Mars*-class combat stores ships which carry fresh food, dry stores, aviation supply items and spare parts; the *Sacramento*-class fast combat support ships which combine the functions of ammunition ships and oilers; and the *Wichita*-class replenishment oilers. All three of these new classes are larger than their World War

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II predecessors, especially the *Sacramento*-class which are approximately the size of battleships. Improved transfer capabilities, helicopter facilities and sustained speeds of 20 knots or more make them effective and invaluable components of the fleet. Also built in the 1960s and 1970s have been the *Kilauea*-class ammunition ships.

Other auxiliary ships produced in the postwar period include surveying ships, oceanographic research ships, submarine rescue ships and salvage tugs.

Before delivery of the oceanographic ship *Robert D. Conrad* in 1964, all U. S. Navy surveying and oceanographic research ships were converted from other missions. *Conrad* and the scientific ships that have followed her into service are more efficient than the conversions, and are easier to operate and maintain.

Pigeon-class submarine rescue ships are innovative in both design and capability. Until then, submarine rescue meant sending divers down to the stricken craft to attach a steel cable and then hauling down a small rescue capsule known as the McCann chamber. This device can carry about eight survivors to the surface as it is winched up to the rescue ship.

Pigeon-class vessels can carry two of the New Deep Submergence Rescue Vehicles, small submersibles that are lowered to the water and then travel down to the stricken submarine and remove up to 24 survivors per trip, carrying them either to the rescue ship or to a



The fast combat support ship USS Detroit (AOE 4).

OVERVIEW OF AUXILIARY SHIPS

The Navy has many types and designs of auxiliary ships in service today. The following is a list of those vessels of post-World War II construction:

Destroyer Tenders - Gompers Class

Samuel Gompers (AD 37)

Puget Sound (AD 38)

Ammunition Ships - Suribachi Class

Suribachi (AE 21)

Mauna Kea (AE 22)

Nitro (AE 23)

Pyro (AE 24)

Haleakala (AE 25)

Ammunition Ships - Kilauea Class

Kilauea (AE 26)

Butte (AE 27)

Santa Barbara (AE 28)

Mount Hood (AE 29)

Flint (AE 32)

Shasta (AE 33)

Mount Baker (AE 34)

Kiska (AE 35)

Store Ships - Rigel Class

Rigel (AF 58)

Vega (AF 59)

Combat Store Ships - Mars Class

Mars (AFS 1)

Sylvania (AFS 2)

Niagara Falls (AFS 3)

White Plains (AFS 4)

Concord (AFS 5)

San Diego (AFS 6)

San Jose (AFS 7)

Oceanographic Research Ships - Conrad Class

R. D. Conrad (AGOR 3)

J. M. Gilliss (T-AGOR 4)

Sands (T-AGOR 6)

Lynch (T-AGOR 7)

T. G. Thompson (AGOR 9)

T. Washington (AGOR 10)

De Steiguer (T-AGOR 12)

Bartlett (T-AGOR 13)

Oceanographic Research Ships - Melville Class

Melville (AGOR 14)

Knorr (AGOR 15)

Oceanographic Research Ship - Hayes Class

Hayes (T-AGOR 16)

Surveying Ship - S. P. Lee Class

S. P. Lee (T-AG 192)



Firing a shot line during underway replenishment.

Surveying Ships - Bent Class

Silas Bent (T-AGS 26)

Kane (T-AGS 27)

Wilkes (T-AGS 33)

Wyman (T-AGS 34)

Surveying Ships - Chauvenet Class

Chauvenet (T-AGS 29)

Harkness (T-AGS 32)

Dock Cargo Ship - Point Barrow Class

Point Barrow (T-AKD 1)

Vehicle Cargo Ship - Comet Class

Comet (T-AKR 7)

Vehicle Cargo Ship - Sea Lift Class

Sea Lift (T-AKR 9)

Oilers - Neosho Class

Neosho (AO 143)

Mississinewa (AO 144)

Hassayampa (AO 145)

Kawishiwi (AO 146)

Truckee (AO 147)

Ponchatoula (AO 148)

Tankers - Maumee Class

Maumee (T-AO 149)

Shoshone (T-AO 151)

Yukon (T-AO 152)

Tanker - Explorer Class

American Explorer (T-AO 165)

Fast Combat Support Ships - Sacramento Class

Sacramento (AOE 1)

Camden (AOE 2)

Seattle (AOE 3)

Detroit (AOE 4)

Replenishment Oilers - Wichita Class

Wichita (AOR 1)

Milwaukee (AOR 2)

Kansas City (AOR 3)

Savannah (AOR 4)

Wabash (AOR 5)

Kalamazoo (AOR 6)

(Unnamed) (AOR 7)

Transports - Barrett Class

Barrett (T-AP 196)

Upshur (T-AP 198)

Submarine Tenders - Hunley Class

Hunley (AS 31)

Holland (AS 32)

Submarine Tenders - Simon Lake Class

Simon Lake (AS 33)

Canopus (AS 34)

Submarine Tenders - L. Y. Spear Class

L. Y. Spear (AS 36)

Dixon (AS 37)

Submarine Rescue Ships - Pigeon Class

Pigeon (ASR 21)

Ortolan (ASR 22)

Salvage and Rescue Ships - Edenton Class

Edenton (ATS 1)

Beaufort (ATS 2)

Brunswick (ATS 3)

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submerged submarine. In addition, *Pigeon*-class ships carry the McCann chamber and advanced Deep Diving System Mark II which permits sustained diver activities to depths of 850 feet. To provide a large deck area for diving and submersible activities and for increased stability, *Pigeon*-class ships are catamarans, having twin hulls with a broad connecting deck and superstructure. This same design has been incorporated in a new oceanographic research ship, the *Hayes*.

A final class of auxiliary now joining the fleet are the salvage and rescue ships. These vessels are improved oceangoing tugs with towing, salvage, diver support and firefighting capabilities.

In appearance, design, construction and even operation, today's support ships are a far cry from the merchant ships that rendezvoused with Lord Nelson's frigates and ships of the line to transfer supplies in calm anchorages. But the concept of logistic support of warships remains the same: A fleet must have beans, bullets and black oil if it is to fight and preserve the peace. That is the responsibility of the Navy's some 140 auxiliary ships, 90 port-to-port "sealift" ships and 45 experimental, research and surveying ships in service today.

Program Status and Plans

Several auxiliary ships of various classes now are under construction or authorized for construction. Included are one destroyer tender, two oceanographic research ships, one replenishment oiler and two submarine tenders. These ships will replace auxiliaries of World War II construction that now are in the fleet.

Additional auxiliary ships are planned for construction in the near future, among them ammunition ships and fleet tugs. The Navy also is giving consideration to employment of merchant ships in the auxiliary role. Under this concept, commercial fuel and cargo ships would be fitted to provide support to Navy ships as required without degrading ability to operate as merchant ships. For example, container merchant ships would be able to transfer provisions and other cargo in underway replenishment operations while tankers could provide Navy ships with fuel oil.

Thus, using merchantmen in an auxiliary role, the Navy would be able to reduce the auxiliary construction program to provide more resources for warship building. And, if the concept is adopted on a wide scale, it could make most U. S. merchant ships readily available in periods of crisis for support work, thereby greatly increasing the operational effectiveness of the Navy.

Even if this plan is carried out, there still will be a requirement for the more specialized naval auxiliaries, such as tenders, repair ships, tugs and the like.

Auxiliary Ship Design

Auxiliary ships now under construction and in the design and planning stages, are the culmination of long experience in naval operations, as well as the many

and varied missions of today's Navy.

Most auxiliary ships are highly distinctive in design and appearance, being tailored for specific jobs. Some auxiliaries, such as oilers and tugs, at first look may resemble their commercial counterparts. However, even these ships have special features required for naval operations.

Oilers, for example, must be capable of underway refueling, not just transporting fuel oil from port to port as do commercial ships. Also, the Navy oiler must be capable of transporting aviation fuels in addition to ship fuel oil; and have storage facilities for packaged petroleum products, such as lubricants; special communication and navigation equipment; damage control and firefighting features; and weapons for self-defense while operating in forward areas. And, underway replenishment ships must have a speed of at least 20 knots to operate in support of warships.

Similarly, Navy tugs are required to do more than

Below: A boatswain's mate signals to his men during refueling.



Below: Deck personnel team up to handle a seven-inch fuel line.



just push and tow ships; they must be capable of firefighting, salvage and diver support.

New Ship Design: Destroyer Tender

Now let's look at the special design features of Navy auxiliaries currently under construction, starting with the *destroyer tender*. The mission of this ship is to provide mobile base and support facilities for destroyer-type ships. These vessels vary in size and characteristics from escort ships of about 300 feet in length, displacing some 2000 tons and armed with guns and antisubmarine weapons, to nuclear-propelled missile frigates, ships almost 600 feet long, displacing 10,000 tons and carrying advanced guided missiles and fitted with sophisticated electronic equipment.

The tender provides all manner of repairs and modification that do not require drydocking the destroyer: logistic support, including spare parts, weapons and

munitions (missiles and torpedoes, as well as ammunition); and personnel support, such as medical and dental services and extra living space for use by a limited number of men from ships being repaired.

There are more than 50 shops in a modern destroyer tender, including avionics (for destroyer-based helicopter electronic equipment), aviation engine, boiler, canvas, shipboard electronics, electrical, foundry, gyrocompass, internal combustion and gas turbine, machine, blacksmith, welding, optical, painting, pipe, printing, noise vibration and test, storage battery, typewriter, torpedo, watch repair, nuclear weapons, missile, gun, fire control equipment, sheetmetal and even a motion picture projector shop.

There are special repair facilities for supporting ships with nuclear propulsion and storage tanks for hazardous waste from ships being serviced. Associated shops and repair facilities often are combined and arranged in a common space for convenience and economy of space and manpower.

Because much machinery of ships alongside for services may be under repair, the destroyer tender is fitted with extra electrical generators, water distilling capacity and transfer facilities for providing electricity, steam and fresh water to ships tied alongside. Similarly, the tender is fitted with large side doors to permit easy access to ships alongside; several workboats and other small craft are carried to transfer material and personnel to nearby ships; and the tender has large cranes for handling antennas, torpedoes, machinery, provisions and weapons.

Beyond their destroyer support capabilities, the destroyer tender, like other auxiliary ships, is a floating city providing all the facilities and services required for its own crew of 1800 officers and enlisted men. A steam turbine propulsion system gives the tender mobility, enabling the ship to move into forward areas or serve at continental U. S. ports. These large tenders also have accommodations and other facilities for an admiral commanding a flotilla or force of ships.

The Navy currently has 11 destroyer tenders in service, of which all except two are of World War II vintage. The two postwar tenders, *Samuel Gompers* and *Puget Sound*, can provide services to newer destroyer-type ships which are only marginally possible with the older ships. A third new destroyer tender of the same general design (designated AD-40) is provided in the fiscal year 1973 shipbuilding program.

Oceanographic Research Ship

The oceanographic research ship (AGOR) conducts research on the ocean floor and in the water column, the contents of the ocean between the surface and the floor. These ships can measure depth, temperature, salinity, animal and plant life, underwater currents and other ocean properties. This information is important for a number of naval activities, especially submarine detection and underwater communications.

Today there are 13 oceanographic research ships supporting Navy programs and one Navy ship conducting research for the National Science Foundation. These ships, most of post-World War II construction, are operated by civilian crews, some under direction of the Navy's Military Sealift Command and some

Below: The salvage and rescue ship USS Edonton (ATS 1).



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under the aegis of civilian laboratories and universities. All carry civilian scientists from Navy laboratories or civilian institutions working on Navy research projects.

The two research ships in the Fiscal Year 1973 ship-building program are the first of a new series that will be operated by civilian institutions, replacing older and less capable ships now in use. Special features of these vessels, patterned after a commercial offshore oil support/exploration vessel, include well-equipped laboratories and measuring devices that can be lowered into the water. Normal propulsion will be with diesels turning twin propeller shafts. However, for precise maneuvering and for holding an exact position while conducting research, each ship will have a retractable propeller that can be lowered through the hull at the bow.

Replenishment Oiler

The replenishment oiler (AOR) is a large, fuel-carrying ship that provides petroleum products to ships at sea, as well as a limited amount of munitions, dry stores and provisions.

As an unrep ship, the replenishment oiler can refuel other ships while they are steaming together, with one receiving ship on each side. There are four refueling stations on the port side of the replenishment oiler and three stations on the starboard side, permitting 11 major transfer hoses to be used at one time. There are more stations on the port side since aircraft carriers, the biggest fuel consumers, generally are refueled on their starboard side. This is due to the shape of their angled flight deck which protrudes over the carrier's port side. In addition, the ship can transfer dry cargo to other ships. The replenishment oiler has a helicopter flight deck (but no hangar) to permit the use of cargo helicopters from other ships in transferring munitions and supplies.

The cargo capacity of the AOR is just over 170,000 barrels of petroleum, plus approximately 600 tons of munitions, 425 tons of dry stores and 150 tons of refrigerated provisions. The "split" of bulk petroleum varies in replenishment oilers with the different fuels being carried in separate tanks. For example, the *Wichita*-class oiler, *Kalamazoo*, has a cargo split of 60 per cent fuel oil for ship power plants and 40 per cent JP-jet aircraft fuel. Other fuel ships also carry small amounts of aviation gasoline for propeller-driven reciprocating engine aircraft.

The Navy has approximately 30 oiler-type ships in commission, all of which are World War II-built, except for six *Neosho*-class oilers (AO) and six *Wichita*-class replenishment oilers (AOR). There also are four of the larger *Sacramento*-class fast combat support ships, combination oilers and ammunition ships (AOE). There is now one *Wichita*-class AOR under construction and more ships are planned for later construction programs. Also planned is the previously mentioned class of "straight" fleet oilers (AO) that will replace the war-built oilers.

The submarine tender (AS) has a role similar to that of the destroyer tender, providing mobile base and support facilities for warships. However, the brood for



Above: The submarine rescue ship USS Ortolan (ASR 22).



Above: Ordnance is transferred between the replenishment oiler USS Wichita (AOR 1) and an aircraft carrier on the high seas.





Below: Oceanographic research ship USNS Hayes (T-AGOR 16).



Below: Crewmen work together to store supplies delivered by a helicopter from the combat store ship USS San Diego (AFS 6).



the AS consists of nuclear-propelled attack submarines. These ships hunt enemy surface ships and submarines, attacking them with torpedoes. The Navy's ballistic missile-armed submarines, carrying *Polaris* or *Poseidon* missiles, require a different kind of submarine tender, one that can service their missiles and related equipment.

The tender provides a variety of support to submarines and their crews, among them maintenance, repairs, spare parts, torpedoes, provisions and medical, dental and legal services. The modern submarine tender has some 50 technical shops, many, like those of the destroyer tender, related to general maintenance and repair, and some highly specialized such as the torpedo, storage battery, submarine antenna and nuclear reactor shops. There are storage spaces for thousands of different parts required by submarines, varying from submarine propellers to intricate electronic components. All are carefully stored and a computer catalogs and records their location and quantity for rapid retrieval.

The tender normally can support 12 nuclear-propelled attack submarines with up to four alongside simultaneously. The alongside submarines can be provided with compressed gases, steam, diesel fuel (for their auxiliary machinery), water (chilled—pure and sea), electricity, spare parts, torpedoes and other services. The tender can take aboard hazardous waste material from the submarines for later disposal.

The U. S. Navy currently has 11 submarine tenders in service, five of World War II construction, four post-war tenders configured for supporting nuclear-propelled *Polaris*/*Poseidon* submarines and two post-war tenders for nuclear-propelled attack submarines. Two additional tenders for nuclear attack submarines have been authorized and will replace older ships that are limited in their ability to support modern undersea craft. These latest tenders, AS-39 and AS-40, will be especially fitted for support of the new *Los Angeles* (SSN 688) class of high-speed attack submarines.

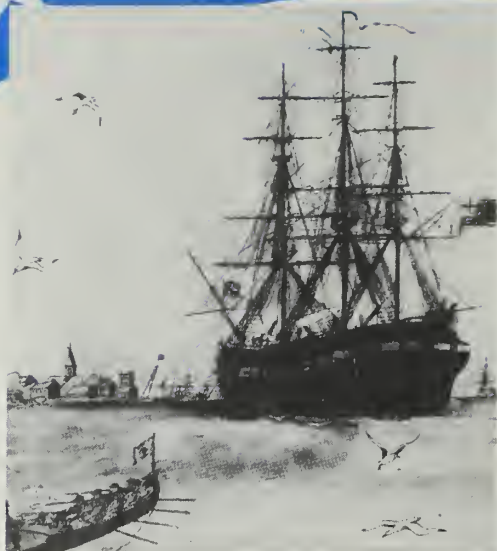
Naming Auxiliary Ships

Auxiliary ships now under construction have several name sources. Destroyer tenders generally are named for geographic areas, such as *Puget Sound* and, more recently, for famous Americans, such as *Samuel Gompers*, named in honor of a noted labor leader.

Oceanographic research ships carry the names of Navy scientists and engineers, such as *Hayes*, named for Dr. Harvey C. Hayes, a scientist in the field of sonar development, and *Robert D. Conrad*, in honor of a Navy captain who directed important research during World War II.


Replenishment oilers are named for American cities, the latest ship of this type being *Kalamazoo*, named for the Michigan city.

Submarine tenders are named primarily for pioneers in submarine development. Recently built tenders include *L. Y. Spear*, named for a marine engineer of the turn of the century who developed the concept of a modified spindle or "cigar" shape for submarines, the configuration of modern, high-speed undersea craft, and *Simon Lake*, named for an early 20th century submarine designer who built underwater boats for the U. S. and fledgling Soviet navies.



A SHIP'S





COMMISSIONING

Wind moaned through *Alfred's* rigging on that cold December day in 1775 as the young lieutenant raised the Grand Union Flag. The crew of the converted merchantman let out a resounding cheer as the flag was two-blocked to signify her commissioning. John Paul Jones later wrote: "I hoisted with my own hands the Flag of Freedom the first time that it was displayed on board the *Alfred* on the Delaware."

Nearly two centuries later at Pascagoula, Miss., the national ensign and the union jack were raised and the commissioning pennant was broken on board USS *Spruance* (DD 963). The customs and traditions followed by Jones on *Alfred* were preserved once more in the brief but colorful ceremony making the vessel a United States Ship.

A great part of all commissioning ceremonies is custom and tradition for, surprisingly, Navy Regulations contain very little detail on the subject.

They do prescribe that custody of the ship shall be transferred from the builder to the naval district commandant, making him responsible for the ceremony.

The regulations also stipulate that as many of the officers and crew of the ship as possible be present at the ceremony, that an honor guard and band be assembled in a suitable area and that the national ensign and the union jack be hoisted and the commissioning pennant broken. The prospective commanding officer of the new ship must also read his orders from the Navy

Department and order the ship's first watch set.

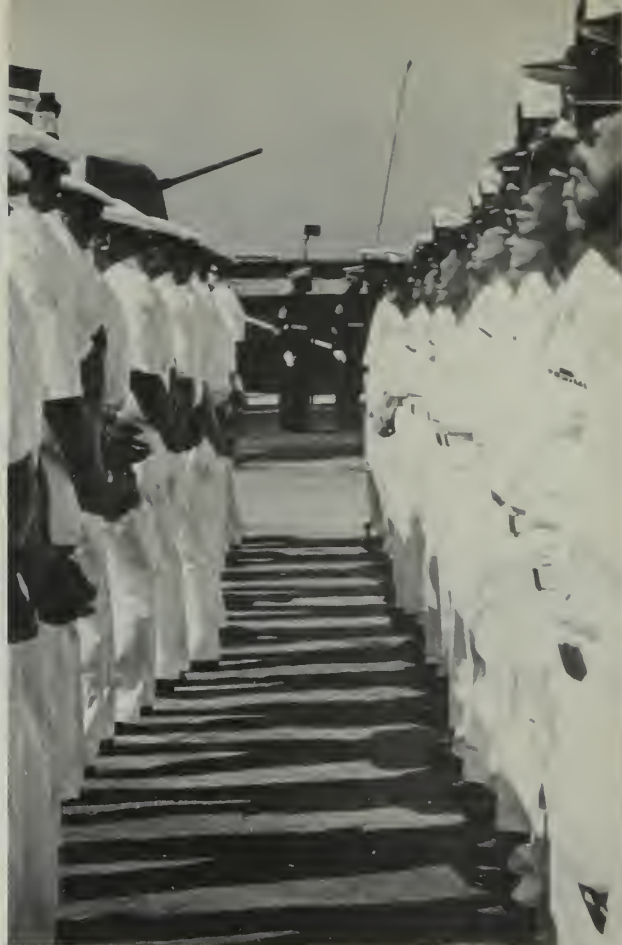
Beyond that, commissioning ceremonies are open to innovation. Generally, the ship's commanding and executive officers spend weeks before the event reading reports on previous commissionings, searching for suitable practices to follow for their own ship's commissioning. Through their ideas and those of the district commandant, a complete ceremony plan is constructed.

Several days before, the ship is brought to the commissioning site and shipyard workers and her crew get her ready for her big day. She is scrubbed and polished from stem to stern, and everything is stowed in its proper place. Her rails and brows are decorated with red, white and blue bunting, and the speaker's platform and guests' seating are set up. Each crewmember is assigned his place for the ceremony, and the XO must ensure all is in order. For weeks the plan of the day has notes about the upcoming commissioning, and the last two days are spent in rehearsals to make sure all goes smoothly.

The day finally arrives. The crewmembers put on their best dress uniforms and assemble at assigned places. Officers fall in aft at dress parade stations on the fantail and the crew is marched by divisions aft to assigned stations. The guard and band are aft for colors, but face the ceremony until the ensign is hoisted.

With small ships, it is customary to have the band and guard take stations on the pier abreast of the

Facing page top: Our first flegship, *Alfred*, also the first commissioned ship in the Navy. Left: The new destroyer USS *Spruance* with the ceremonial bunting rigged for her commissioning.



Left: CO, USS Spruance, CDR Raymond J. Harbrecht. Above: The Spruance crew views the impressive ceremonies. Right: CDR Harbrecht displays an oil painting of the destroyer given by Mrs. Raymond A. Spruance, widow of Admiral Spruance.

ceremonial area. In this way, too, arrival honors could be rendered distinguished visitors.

The crew waits. It's like opening night on Broadway, but there is only one performance. It has to be right. Every man on board from the CO to the newest seaman wants his ship to go into commission without a hitch and each rehearses in his mind what he must do.

As guests begin to arrive, they find that no jack or commissioning pennant flies on the ship, and that no honors are rendered aboard other than the courtesy of meeting dignitaries at the ship's side. These are lacking, they learn, because the ship is not yet in commission.

The prospective executive officer reports to the prospective commanding officer that "Officers and crew are up and aft and all is ready for commissioning ceremony." The district commandant tells the prospective commanding officer to proceed.

Once the official party is seated on the platform, and guests are situated, the typical ceremony begins with the invocation by the chaplain.

Next, the builder makes appropriate remarks concerning the ship's construction and, in turn, introduces the officer who will make the formal transfer from builder to Navy.

In reading his orders for delivery of the ship, the

transferring officer orders the prospective commanding officer to "Commission the USS _____." The captain relays the order through the prospective executive officer to the navigator, who is officer of the deck. Attention is sounded. The National Anthem is played, the ensign and jack are hoisted, and the commissioning pennant is broken at the main truck. She is now a United States Ship.

The commanding officer reads his orders from the Navy Department, salutes the transferring officer and says, "I assume command of the USS _____." The officer of the deck makes the ship's first log entry: "The ship is now officially commissioned."

Upon assuming command of the newly commissioned ship, the commanding officer's first order to his executive officer is to set the first watch. The XO in turn orders: "Navigator, take the first watch as officer of the deck," and hands him the OOD's long glass.

The OOD orders the ship's boatswain's mate to pipe the first watch on deck. Following a tradition from the days when ships had no public address system, the boatswain's mates pipes at each deck hatch fore and aft to make sure all hands turn out. Some commissionings have several boatswain's mates pipe in what

is known as a Bosuns' Chorus.

On signal, as the first watch is set, the ship comes alive with rotating radars, elevating and training guns and missile launchers, and sometimes a blast on the ship's whistle.

In some cases, the crew will be hidden inside the ship and, when the first watch is set, rush out and man the rails. These customs have developed to show guests that the ship can now function without assistance.

With the ship in commission, the CO may now render honors. He therefore has the personal flag of the ranking dignitary or the senior officer present broken.

The principal speaker now delivers his address. This is followed by brief talks by other distinguished visitors and the commanding officer. During these talks, the ship's sponsor usually presents a gift to the ship. It may be anything, but is always significant of the ship's name—a painting or bust of the person for whom the ship is named, for example, or an engraved silver service or plaque. This is an important part of the ceremony since tradition has it that the soul of the sponsor becomes part of the ship. Sponsors are therefore very special people to the commissioning.

The ceremony concludes with an invocation by the





Above: A view of the bridge of the destroyer USS Spruance (DD 963). Below: A section of the ship's engineering spaces. Facing page: A member of the crew scribes the ship's identification on the hull of one of the ship's utility boats.



chaplain. Guests are then invited to tour the ship, and a reception is held onboard, if space permits.

The ship is now an official United States Ship, but is still not accepted into the Fleet. For the next several months she will be given a hard workout of sea trials, equipment adjustments, more tests and readjustments.

Once the CO is satisfied that all is in order, the Board of Inspection and Survey comes aboard. The InSurv Board is headed by an admiral and consists of officers who are experts in all ships' divisions. The team rides the new vessel for a week or so and scrutinizes her from every possible angle.

When the InSurv Board is satisfied with the ship and her gear, the ship is scheduled for underway training at a Fleet Training Center. For eight grueling weeks, and possibly longer, the crew puts her through her paces while Fleet Training Group inspectors observe.

After they are satisfied with her performance and condition, she passes their inspection and now, finally, is accepted for service as a full-fledged, tried and tested member of the Fleet. Within the year she can expect to go on her first deployment.

Commissioning and Fleet readiness trials mean long, hard months of work for the new ship's first officers and crew. They begin with weeks of precommissioning schools (firefighting, damage control, leadership, etc.), go through the labor of stocking the ship with everything from pencils to electronic components, proceed through the nervousness of the commissioning ceremony and the sweat of acceptance trials, and climax with acceptance into the Fleet.

But it's a labor of love. She is *their* ship. Ask any plankowner, he'll tell you it is indeed an honor to be part of a crew that puts a ship into commission.

—Story and photos by PH2 Terry Mitchell, USN



THE COMMISSION PENNANT

The commission pennant has one of the longest traditions of ships and the sea, dating back to the 17th century, during the Dutch and British war, according to an old legend. Dutch Admiral Van Tromp, seeking to rally his men, hoisted a broom to the masthead of his ship. The broom signified that he intended to "sweep" the British from the sea. The English admiral responded by hoisting a buggy whip to his masthead, meaning that he intended to "whip" the Dutch.

The English did indeed "whip" the Dutch and the buggy whip became the trademark of the warships. Sailing ships often flew commission pennants of great lengths, but as ships were designed with more equipment topside, the size of the pennant decreased.

Commission pennants at one time had 13 stars symbolizing the original 13 colonies. Navy Regulations in

1866 allowed the use of a seven-star pennant on boats, while ships were entitled to use the 13-star pennant. In 1933 the seven-star pennant became the standard in four- and six-foot lengths.

Sea stories abound about the reasons for the seven stars in the pennant, but the true reason is that it was the best design. The design was agreed upon by the same board that standardized the length.

The commission pennant is flown at the mainmast of all Navy ships and is hauled down only to break the flag of an admiral, division or squadron commander, and personal flags of high ranking civil officials.

Commissioned ships of the Navy use the pennant on their official stationery. That English admiral started a tradition with his buggy whip—one that will carry on to ships of the future, building on a proud tradition.

'DONT TREAD ON ME' ...back on jackstuffs

With eight ships in its fleet—four men-o'-war and four escort vessels—the original American Navy was ready to do battle in December 1775. The infant Continental fleet was up against the most powerful sea force of the day—the British Royal Navy, 270 warships strong.

"The first beginning of our Navy," John Paul Jones wrote later, "was, as navies rank, so singularly small that I am of the opinion it has no precedence in history." Nor did the bizarre rattlesnake emblem that flew from the masts of some of these first ships have any precedent in history. The 13 alternating horizontal red and white stripes, the serpent, and the words, "Dont Tread On Me," of the rattlesnake flag, broadcast a clear and unmistakable warning. The flag was adopted as the Continental Navy Jack.

It hasn't been seen aboard a U. S. Navy ship for nearly 200 years. That is, until now. Today, Navy ships around the world are displaying the "Dont Tread On Me" Navy Jack in place of the Union Jack with its 50 stars on a blue field.

The Continental Navy Jack was reinstated for the 200th birthday of the Navy on 13 Oct 1975, and it will continue to be flown through December 1976 as part of the Navy's Bicentennial celebration.

The idea for resurrecting the Navy Jack originated with a Chicago attorney, Frederic O. Floberg, in January of 1975 when he tried out the idea on his two sons, both U. S. Navy officers.

With their enthusiastic response, Floberg mailed his





suggestion to Rear Admiral William Thompson, USN, then the Navy's Chief of Information.

The idea gained acceptance in the Navy's Office of Information, the Navy Bicentennial Coordination Office in Washington and drew the support of Secretary of the Navy J. William Middendorf II, the Department of Defense and other governmental agencies.

Finally, in August, the call went out from the Navy to flag manufacturers in the United States. In order to be effective, the Navy said, the flags had to be sewn, shipped, and on board all U. S. Navy ships in time to be displayed on 13 October, the date the second Continental Congress established the Navy in 1775. A flag company in Virginia Beach, Va., set to work on 20 August to meet the agreed-upon deadline.

In a concession to modern technology, the Navy substituted the more durable nylon for cotton in its anniversary version of the flag. But Navy "salts" decided to retain the unapostrophized "dont" of the original slogan.

The creator of the rattlesnake flag is lost to history, but Benjamin Franklin offered an explanation of its significance.

Franklin wrote that "the rattlesnake is found only in North America; among the ancients, serpents were considered to possess wisdom and vigilance (because snakes have no eyelids to close).

"The rattlesnake does not attack without first giving warning, and the number of rattles increases with age." Hence, the symbol was especially appropriate for the expected growth of the United States.

Snakes on the historical Navy Jacks had 13 rattles, apparently symbolic of the 13 rebellious colonies.

Dont tread on me!

"Perhaps," says one of the flagmakers, "this word to the wise should not be taken lightly—even more so today."

—JOC Joe Sarver

Left: OS3 Mark Moseley (right) and STG1 Thomas Fraser raise a "Don't Tread on Me" flag aboard the frigate USS Harold E. Holt (FF 1074) at Subic Bay, R. P. Below: A seamstress puts the finishing touches on a copy of a Continental Navy Jack, recently revived by the Navy for use in its Bicentennial celebration. Photos by PH1 John R. Sheppard and JOC Joe Sarver.



A Role for Everyone

From Ben Frank

On the receiving end it looked as though Navy commands throughout the world were bent on outdoing one another as they marked the Navy's 200th birthday this past year, with the activities reaching a peak in October. (The Navy's birth dates back to 13 Oct 1775, when the Second Continental Congress, meeting in Philadelphia, established a naval committee and authorized the fitting out of two naval vessels.) Imagination and ingenuity were the key words with everything from a costumed Ben Franklin to baseball (the national pastime) thrown in for good measure. Still other celebrations, as the one in the nation's capital, were formal affairs. Here are some of the highlights.

WASHINGTON, D. C.

The Washington ceremony was complete with honor guard and a review before no less a personage than the President of the United States.

At the capital event, held at the Washington Navy Yard, President Gerald Ford said that the Navy "remains a symbol of the United States, of our dedicated and skilled sailors, of our technological genius and our massive, but controlled, military strength which patrols the oceans of the world on a mission of peace."

The President said the 200-year-old history of the Navy is also the history of the nation. He added that he will do all that's possible to keep the Navy supplied with the best and the most modern ships, weapons, training and equipment in the world today.

Before an audience which included Secretary of the Navy J. William Middendorf II and Chief of Naval Operations Admiral James L. Holloway III, he said, "The most important obligation of Government is to guarantee all citizens protection of their lives and freedom against outside attack."

He said in conclusion, "I reject any advice to pull down the Stars and Stripes and sail home from the seas of the world to safe anchorage at home port. If we do, our home ports will no longer be safe."

To mark the occasion, the President was given a replica of the Revolutionary War Navy Jack which is being flown from Navy ships during the Bicentennial Year. He also received a display created in wood and copper taken from *Constitution* during her overhaul.

At right: "Benjamin Franklin" escorts a Navy wife boarding USS Vreeland (FF 1068) for a special Navy Birthday cruise on the Delaware River. Above left: Former SecNav John W. Warner, Administrator of the American Bicentennial Administration, presents an American Revolution Bicentennial flag to RADM W. D. Toole, Jr., Commandant, Fourth Naval District, during Navy's 200th birthday celebration. Above right: In birthday ceremonies at the Washington Navy Yard, President Gerald Ford enjoys the festivities with Secretary of the Navy J. William Middendorf II and Chief of Naval Operations Admiral J. L. Holloway III.



in to Yogi Berra

On Navy's 200th Birthday



BOSTON

Boston once was the stamping ground for greats like John Adams and John Hancock. Today's Navy recruiters in that city, however, felt that modern-day baseball, as well as events featuring naval history, was the way to get the Navy story to the entire nation.

Fenway Park was the scene of the Navy's observance of its 200th birthday before a sellout crowd during the second game of the World Series. Before fans at the stadium and millions more by way of national TV, a Navy all-woman color guard paraded the colors onto the field and a member of the Sea Chanters from the Navy Band in Washington, D. C., directed by Chief Musician William B. Davis, sang the national anthem.

Representing his fellow Navy team members throughout the world, Airman Apprentice Carl C. Glencross tossed out the ball, marking the opening of the game. AA Glencross then had the honor of watching the game from the baseball commissioner's box along with another important visitor, Secretary of State Henry Kissinger.

In addition, dozens of Navy recruiters from the New England area were present as special guests of the commissioner at each of the World Series games played at Fenway. The recruiters also were given the opportunity at each game to go onto the field, meet the players and obtain autographs.

The Navy's connection with baseball is strong. Men of the Navy are often credited with having carried the game to every corner of the world and, most notably, to Japan where it caught on like a forest fire following World War II.

The connection goes even deeper. Many of the game's greats served in the Navy at one time or another during their prime years. In fact, so many ex-World Series stars, including Bob Feller, "Yogi" Berra, Stan Musial and Phil Rizzuto, served in Navy uniform, that the Navy recently made a list of the past players and dubbed it the first "All-Navy World Series All-Star Team." Of course Yogi, who played in more World Series than any other player, made the all-time All-Navy team.

Zeroing in on the historical in Boston, the Navy's oldest commissioned ship celebrated her 178th birthday just eight days after the Navy's 200th. Upon completion of her third major overhaul, USS *Constitution* was again berthed at the former Boston Naval Shipyard. However, she'll have company—a new museum bearing her name is located across from her berth.

The USS Constitution Museum, when completed at a cost of \$1.75 million, will reflect the significance of

"Old Ironsides" as a symbol of mariners and their contribution to freedom on the high seas. Once again the schoolchildren of Boston came to the aid of *Constitution*—and the museum. This time, the children contributed some \$5000 of the \$600,000 raised to date for building the museum. Labor unions, businesses and veterans' groups have been heavy contributors.

It was Boston schoolchildren who contributed their pennies and nickels in 1830 to save "Old Ironsides" when she was first rebuilt. They were stirred, then, by Oliver Wendell Holmes' poem "Old Ironsides." Schoolchildren again rushed to the ship's aid in the 1920s. Holmes' words continue to have impact:

"... Oh, better that her shattered hulk should sink beneath the wave; Her thunders shook the mighty deep, and there should be her grave..."

With the opening of the Constitution Museum, young people as well as old are expected to explore the past in even greater numbers during the Bicentennial year. The U. S. Navy's oldest commissioned ship, now augmented by its own museum, will continue to carry out its role of making history come alive.

GUAM

It was only natural that locations on the nation's east coast would vie with one another as places where the Navy began to grow—from Newport, to Boston, to Philadelphia—you name it. But there's one place far removed which has always claimed to be "Where America's Day Begins." Because of this, the Naval Supply Depot on Guam was quick to proclaim the command as the place "Where the Navy's 200th Birthday Celebration Begins" (see Taffrail Talk).

Others may claim historical events and dates. Guam hangs it all on the International Date Line—arguments put forward by others falter in the face of such logic.



Above: New England Minutemen and Navy families gather at Newport, R. I., where a replica of HMS Rose is berthed. Below: USS Constitution is shown during annual "Turnaround Cruise" in Boston Harbor. At right: As a salute to the Navy during the second game of the World Series in Boston's Fenway Park, a local Navyman, AA Carl C. Glencross, has the honor of throwing out the game ball. At left is Secretary of State Kissinger. Far right: The Navy's birthday celebration began on Guam with the raising of a 13-star flag provided by a Navy wife.

Guam began its week-long celebration with an initial ceremony held on the morning of 6 October. The command honored outstanding individuals serving at the Supply Depot including Senior Chief Storekeeper J. V.





nation's tricentennial. In the capsule are 35 items ranging from a listing of TV programs to a memory cell from the Supply Depot's computer.

Guam, by virtue of its time capsule, already has an edge on any future claim such as, "The place where the Navy's 300th Birthday Celebration Begins."

PHILADELPHIA

In Philadelphia they gathered at Carpenters Hall to commemorate the decision of the Second Continental Congress to form a Navy 200 years ago. Included in that observance was a one-act play, "The Maddest Idea: The Birth of the Navy," which featured experienced amateur actors from a city group. Written by Lieutenant Commander Thomas V. Gallagher, USNR-R, the play presented an accurate portrayal of the deliberations by members of the Congress, resulting in the founding of the Navy during the Revolutionary War.

Ceremonies included a performance by the U. S. Navy Band and an address by Assistant Secretary of the Navy for Manpower and Reserve Affairs Joseph T. McCullen, Jr.

The long-awaited opening of the area's new Naval Historical Museum at the Naval Base took place on



Cruz who received a letter of Commendation for his role in Operation Newlife, the evacuation of refugees from South Vietnam.

The Pacific Fleet Band was on hand and a 13-star flag was hoisted by a Navy wife. A Bicentennial flag also was raised by the depot's junior military man, Seaman Apprentice C. Dekat.

A proclamation was read and circulated throughout the command soliciting everyone's signature. It provided all—officers, enlisted people and civilian employees—an opportunity to "reaffirm their dedication to those ideals of honesty, integrity, loyalty and dedication to duty which is the legacy of our forefathers in the Navy Service."

The Supply Depot ended the birthday celebration by keeping an eye on the future while remembering the past. A time capsule was planted by those who had served longest at the command. It is scheduled to see the light of day again in the year 2075—during the





AMPHIBIOUS SQUADRON FOUR

Our Navy took its celebration to Europe as well. At Bremerhaven, Germany, visiting ships of Amphibious Squadron Four hosted a celebration aboard the squadron's flagship, USS *Coronado* (LPD 11). Among the invited guests were the mayor of Bremerhaven and the West German military commander in the area.

The squadron—including USS *Ponce* (LPD 15), USS *Boulder* (LST 1190) and USS *Newport* (LST 1179)—tied its observance to the fact that the very first operation of the infant American Navy in 1775 was an amphibious assault against New Providence in the Bahamas under Esek Hopkins.

Like those colonial ships, Amphibious Squadron Four also had Marines aboard which debarked upon arrival at Bremerhaven. They made up the 36th Marine Amphibious Unit, which took part in a NATO operation called "Tight Reins."

Coronado had the help of the U. S. Army in Europe, the Marines and even the diplomatic corps, to make the celebration on board a success and one appreciated by dignitaries in the German port. Besides the traditional cake cutting, the shipboard ceremonies included the reenlistment ceremony of a crewmember, Machinist's Mate 3rd Class Ellis L. Miller, who decided to make the Navy a career as it entered its third century of service to the nation and the free world.

13 October and featured remarks by John W. Warner, Administrator of the American Revolution Bicentennial Administration. The administrator also presented a bicentennial flag to Rear Admiral W. D. Toole, Jr., Commandant of the Fourth Naval District, thereby proclaiming the district as a Bicentennial Command.

A cruise of the Delaware River for invited dignitaries took place aboard the frigate USS *Vreeland* (FF 1068) and among the guests was a costumed "Benjamin Franklin." The role is regularly played by a local citizen in conjunction with "Philadelphia 76, Inc." and the city. The two-and-a-half-hour cruise began at Penn's Landing in downtown and ended at the Naval Base.

Afternoon and evening events included tours of exhibits at the new museum, USS *Intrepid* and the Marine Parade Ground. An "Evening Parade and Flag Pageant," with the Navy Band and the Sea Chanters, was conducted on the Parade Ground and concluded the Navy Day events.



TREASURE ISLAND

Less than a year ago, Treasure Island's Building One was known primarily as the headquarters of the Commandant, Twelfth Naval District. Today, it houses what is believed to be the country's largest mural and the only joint Navy and Marine Corps Museum concentrating on the dynamic history of both services in the Pacific.

The idea for the mural and museum evolved in December 1974 when Rear Admiral Martin D. Carmody, USN, then Commandant, Twelfth Naval District, began to explore Bicentennial project possibilities. It was suggested that the stark rear wall of Building One would make an excellent mural surface and the rotunda floor an appropriate display area. Enthusiasm and interest developed on all sides as the project came to its completion under the direction of Rear Admiral John T. Coughlin, USN, the current commandant.

Building One itself is an attraction. Built for the 1939 Golden Gate International Exposition, the art deco style structure was intended eventually to be the main terminal for San Francisco's airport which was to be built on Treasure Island. A world war and the Navy inter-

vened, however, and Treasure Island never became the airport site.

The Bicentennial project seemed simple enough to its enthusiastic originators. However, they decided that choosing an artist for such a large project required advice of experts. A panel of Bay Area art experts thus was chosen to assist in the artist selection.

"That wall looked as long as a football field when I first saw it," one of the art experts recalled. "It occurred to me at first that these people were extremely ambitious (and rather naive) when the complexities of such a project were considered, but I had to admire their courage. I wanted to assist," said Robert Whyte of San Francisco's Museum of Art.

Facing page, far left: Dignitaries and invited guests gather to celebrate the Navy's birthday at Carpenter's Hall in Philadelphia, where the 2nd Continental Congress voted to form a Navy on 13 Oct 1775. Top: Marine Corps Honor Guard and visitors await the formal dedication of Naval Historical Museum at the Philadelphia Naval Base. Bottom: As tradition dictates, the oldest and youngest crewmembers of USS Coronado (LPD 11) cut the first piece of the Navy birthday cake. Ship was visiting Bremerhaven, Germany, at the time. Below: Towering over the exhibits in the Navy/Marine Corps Museum at Treasure Island, is a huge mural, said to be the largest in the U. S., featuring historical incidents.



A nationally known artist, Lowell Nesbitt, was eventually chosen after much deliberation. He and a team of 12 artists working in two phases completed the mural in only two months. Nesbitt made use of improved technology to expedite the project.

Despite improved techniques, the process of turning a concave, plaster wall, 251 feet by 26 feet, into a graphic epic, was a mind-boggling project. Nesbitt was given a rough outline of the topic areas and events to be covered. After spending several days in Washington, D. C., with Navy and Marine Corps historians carefully examining some 3000 photographs, he finally settled on 57 to be used in his sketch. He then made a scale, 25-foot drawing containing the desired themes. It was actually a compilation of eight sketches, each divided into four parts.

The most complex aspect of the project, and perhaps the most interesting technically, was transcribing the sketches into their positions on the mural wall area. (The technique itself is a modernized version of a method used in Italian Renaissance mural paintings.) Each subdivision was projected onto a screen and enlarged to the correct size. The screen then was cov-

ered with paper and scanned with an electrified pencil which drew lines and punched holes into the superimposed paper. Once attached to the wall the perforated sheets were banged with bags of graphite powder which left a tracing by settling into the punched holes. By connecting the dots, similar to the procedure used in a child's dot-to-dot drawing, the mural sketch appeared on the wall—a centuries-old method, but improved somewhat by the electric pencil.

Officially opened 2 Oct 1975, the museum and mural have been proclaimed a success by the San Francisco Art Community. But perhaps more important than official acclaim was the project's effect on the people involved: from the young artists who assisted Nesbitt, to the elderly who contributed valuable artifacts and ideas, to active duty people of today's Navy and Marine Corps. On opening day, they all stood together as friends and toasted a job well done.

—Story by ENS P. J. Wappel, USNR

NEWPORT BIRTHDAY

No birthday wrap-up would be complete without mention of the Navy's long affiliation with Newport, R. I.

The Second Continental Congress, meeting in 1775, had authorized the Continental Navy's first ships. One was the sloop *Katy*—later named *Providence*—the first ship to set sail from Rhode Island to join the others being readied at Philadelphia.

A replica of *Providence*, John Paul Jones' first naval command, currently is being built in the Newport area. She is scheduled to visit the other 12 of the original 13 colonies during the Bicentennial year.

Also scheduled is a special dedication dinner and



At left: Sailors in earlier uniforms of U. S. Navy join in celebration aboard USS Green Bay (PG 101) during birthday ceremonies at Washington Navy Yard. Below: The men of the Aircraft Intermediate Maintenance Department at NAS Barbers Point drew up a birthday design for a new paint job for an F-8H Crusader which stands at station's main gate. Right: This Eleventh ND entry in Navy Birthday parade took top honors at San Diego. It was constructed by personnel from Amphibious Base at Coronado.



open house program for the \$4 million Armed Forces Reserve Center in the state's capital. The building will bear the name of Commodore Esek Hopkins, a Rhode Islander who was the Continental Navy's first commander-in-chief.

The 25th anniversary of the Officer Candidate School will be observed in the spring. It is one of seven schools operated by Naval Education and Training Command (NETC).

The biggest single event planned for 1976 is a week-long visit to Newport by the world-famous "Tall Ships '76." It's been predicted that an estimated 100,000 people will be flocking to Newport each day to see these ships.

The Naval War College will host the Fourth International Seapower Symposium in early July, and the College's Naval Command Course will hold the 25th reunion of its students.

The Navy's 200th Birthday in Newport was centered around a special ecumenical memorial service featuring special music by the Navy Choristers and the Northeastern Navy Band. Birthday dinners were held at the

officers', chief petty officers' and enlisted clubs, while black-tie birthday balls took place at NETC's gymnasium-drill hall. Featured entertainer at the birthday balls was singer Helen O'Connell and music was supplied by the Navy Choristers and the Sea Chanters.

Other activities included public visiting aboard ships of Destroyer Squadron 28 and a memorial service at the graves of two prominent Newport-area (South Kingston) naval officers who were brothers, Commodores Oliver H. and Matthew C. Perry. There will also be a colonial sailing regatta, a special ceremony aboard the historic frigate (a replica) HMS Rose at King's Dock, Newport, and the opening of a Navy bicentennial exhibit at the War College.

On Navy's 200th birthday celebration, an evening "Concert by the Sea" was held on Dewey Field. Attended by about 3000 persons, it featured the Coast Guard's Concert Band, the Fife and Drum unit of the Continental Navy of the United Colonies of Newburyport, Mass., the Navy Choristers and fireworks displays.

—Frank C. Pritchard



Dear Navy, I am riding this because...

September 8, 1975

Dear Sirs,

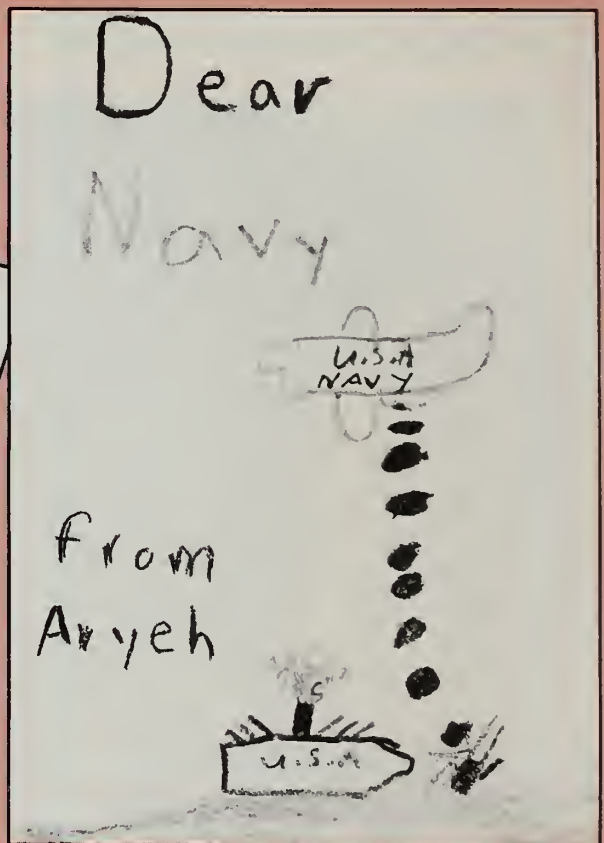
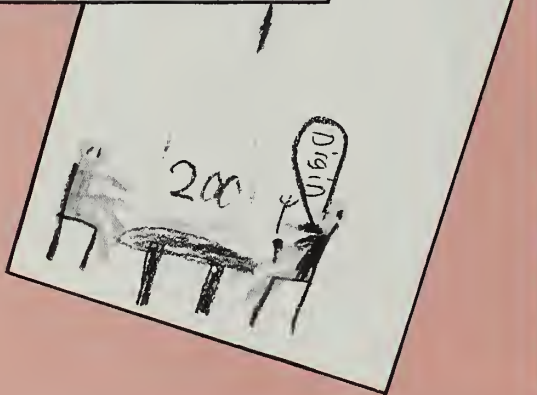
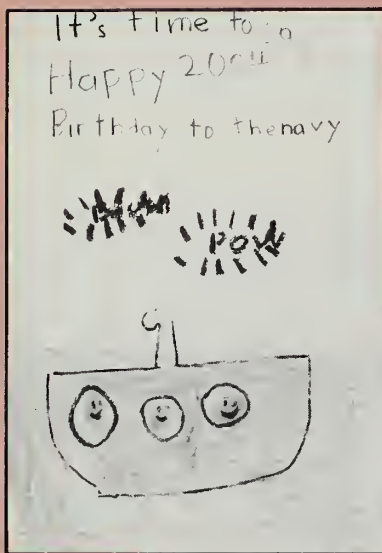
The second graders of Grandview school, North Caldwell, N. J., wanted to wish you a very Happy Birthday on your 200th.

They were very excited especially since we are also busy celebrating the United States' 200th Birthday.

I hope you enjoy the cards. I did not correct the spelling so you would enjoy them more.

Sincerely,

Donna Hirsch
2nd grade teacher



Dear Navy, I am riding this, becose it is the birthday of the Navy,
David,

Dear navy. your birthday is coming up and I hoep you have a good time and I hoep you becomeo a hero. I Love you.

from Aryeh

Dear Navy. I jast wat to rit this litr I hope you have a happe 200 Birthday.
Love Ellen Rubrecht

To The Navys Fram Sandra.

Dear Navy. I hope you Have a Fun time at The Birthday and I Hope you Have a very nice 200th.

Dear Navy. I am ritghting this leter for your 200th Birthday
Love Mark Grade 2 Age 7 Terning 8 on Octoder 20

It's time to say Happy 200th Birthday to the navy

Dear navy. your Birthday has come I hope the navy will keep gioinging
FroMary Shiver

Dear Navy. I am Righting this Becouse it is your 200th Birthday
Carin Alphart

Dear Navy from Caroline

Dear Navy have fun at your birthday. I Love you

Dear Navy. I didnt know it was your 100th Bithday. I wish your wish comes true.

Laurie

Dear Navy. i am rithing this Letter becouse it's your 200th Birthday.
Jennifer Remington

Dear Navy. have a happy birthday

from Adam

Happy birthday navy. I hope you are having a good time there. My father went to the navy once. Have a good birthday byb

signd Maria

Happy Birthday navy I hope you have a fun Birthday

Susan Agesen

dear Navy Happy a Nice Birthday

John

Dear Nave I am writing this letter because its your 200 Birthday.

Kevin Boian

Dear Navy Happy birthday to you. I hope you have a very happy day. I like the navy. by by

Love Toy

Dear Navy I hope you have a nice time

Peter

Happy Birthday navy I heop you hav a nice time

JR

Dear Navy I am riting this becace it is your birthday and your turning 200 years old.

from Greg

Dear Navy. I hoep you have fun I wonerd how is going to win Happy Birthday I Love You

from Janet NunaMacher NJ

Operation SAIL

*Coming During
the Nation's
Bicentennial,
A Gathering of
Majestic Square
Riggers from
Countries All Over
the World.*

In seaports the world over, men and boys (plus a few young ladies) are preparing majestic sailing ships for Operation Sail. The event promises to be the largest gathering of square-riggers the world has seen in more than a century. Invitations to participate have been going out since May 1974 to the world's navies, merchant marine schools, marine museums and private owners. To date, 20 countries have accepted, promising more than 180 major sailing ships for the parade. Thirteen of these will be classic three- and four-masted windjammers measuring 200 feet or more.

Operation Sail is scheduled to take place in conjunc-

tion with an International Naval Review which will be held in New York Harbor on 4 Jul 1976, sponsored by the U. S. Navy. Officially designated "Operation Sail 1976," the event will be sponsored by the Operation Sail Corporation.

The "tall ships" committed so far are *Libertad* of Argentina, *Esmeralda* of Chile, *Danmark* of Denmark, *Gorch Fock* of West Germany, *Amerigo Vespucci* of Italy, *Nippon Maru* of Japan, *Christian Radich* of Norway, *Dar Pomorza* of Poland, *Sagres* of Portugal, *Juan Sebastian de Elcano* of Spain, *Gloria* of Colombia, the U. S. Coast Guard's *Eagle* (host ship), and the Phila-





UNITED STATES COAST GUARD

delphia Maritime Museum's *Gazela Primeiro*.

A nongovernment, nonprofit project, the Operation Sail organization includes well-known yachtsmen, retired Navy and Coast Guard officers, maritime officials and a growing crew of enthusiastic volunteers. Chairman is Emil (Bus) Mosbacher, Jr., former U. S. Chief of Protocol and twice successful defender of the America's Cup. General Manager is Frank O. Braynard, marine author and historian and one of the founders of Manhattan's celebrated South Street Seaport Museum.

Right now, says Mr. Braynard, the Operation Sail

organization rates two of its jobs as sharing top priority: to get as many of the world's dwindling fleet of windjammers as possible to participate, and to raise the substantial funds needed to cover logistical and hospitality costs for the event. The organizers hope to raise \$1,500,000 or equivalent services. If any funds are left over when the program is concluded, They will be turned over to maritime schools and marine museums, Mr. Braynard says.

Britain will play a major role in attracting ships to this maritime commemoration of the independence of her former colony. The British Sail Training Associa-



Above: A U. S. Navyman is allowed to climb the 150-foot mast of the Spanish training vessel Juan Sebastian De Elcano. (Photo was taken during an earlier visit by the ship to Pearl Harbor in 1972.) Photo by PH1 Carl R. Begy, USN. Right: A recent view of Juan Sebastian De Elcano. Facing page top: The Italian ship Amerigo Vespucci. Far right: Sagres II of Portugal.

tion is inviting sailing ships to make the ocean crossing to the "New World" in a series of sailing races.

The last of the racers are expected to arrive at Newport by 29 June. After a two-day program there, sponsored jointly by the British and American Sail Training Associations, the fleet will set sail for New York City. Most will proceed from Newport through Long Island Sound to anchorage in Gravesend Bay by the afternoon of 3 July. Ships too tall to pass beneath the Brooklyn Bridge (127 feet) will make their way westward off the southern shore of Long Island and make anchor at Sandy Hook, N. J.

The 4 July parade will begin at 1000 and will take four hours from the time the fleet's leader, U. S. Coast Guard's *Eagle*, gets underway. The fleet will sail up the Hudson River beyond the George Washington Bridge, which will mark the end of the processional route. During their journey, the sailing ships will pass in review before a group of distinguished visitors aboard a U. S. Navy aircraft carrier. In addition, more than 50 other U. S. Navy and foreign naval vessels are expected to be in the reviewing line. Topping it all off will be a spectator fleet consisting of more than 3000 pleasure boats.

After four days of Manhattan hospitality, the sailing fleet will divide into a number of smaller flotillas to pay Operation Sail calls at as many as 20 other U. S. cities before returning to their homeports. Among cities expected to host these visits are Boston, Philadelphia, Baltimore, Charleston, Savannah, Jacksonville, Miami, St. Petersburg, San Juan, Seattle and Honolulu.

SPAIN



This country's last naval review was held in Hampton Roads, Va., in 1957, honoring the 350th anniversary of the founding of Jamestown. About 70 ships representing 18 countries participated in the event. The last sail training ship review in this country, "Operation Sail '64," was held in New York City in 1964, in conjunction with the opening of the New York World's Fair.

It's not a turn-of-the-century sailing list, nor is it a museum exhibits catalog. It is, however, a roster of what may prove to be one of this century's most spectacular sights—Op-Sail '76. On 4 Jul 1976 these sailing vessels, ranging from full-rigged ships to sloop-rigged yachts, will slip majestically into New York harbor to help celebrate the nation's Bicentennial.

Argentina:	
LIBERTAD	Full rigged Frigate
298 ft.	Naval Training Ship
Belgium:	
ZENOBE GRAMME	Ketch
93 ft.	Naval Training Ship
Canada:	
BLUENOSE II	Schooner
143 ft.	Nova Scotia Dept. of Tourism
BARBA NEGRA	Barquentine
95 ft.	Nicholson Yacht Charter
PATHFINDER	Brigantine
60 ft.	Toronto Brigantine Inc.
PLAYFAIR	Brigantine
60 ft.	Toronto Brigantine Inc.
ST. LAWRENCE II	Brigantine
59.8 ft.	Brigantine Inc. Ontario
Chile:	
ESMERALDA	4-masted topsail schooner
308 ft.	Naval Training Ship
Colombia:	
GLORIA	Bark
212 ft.	Naval Training Ship
Denmark:	
DANMARK	Full rigged ship
252 ft.	Naval Training Ship
EVELYN	Schooner
94 ft.	Four Winds Trading, Ltd.

ITALY



PORTUGAL





Above: Nippon Maru from Japan. Above right: Danish Government training ship Danmark. Right: Flags of Norway and the American Revolution Bicentennial Administration (ARBA) fly against a background of the rigging of Christian Radich. Photo by PH2 Terry Mitchell, USN. Facing page: Full view of Norway's Christian Radich, with crew members climbing in the rigging.

England:					
HALCYON	Sloop		PHOENIX	Brigantine	
70 ft.	British Merchant Navy			Private ownership	
HOSHI	Schooner		Italy:		
71.9 ft.	Island Cruising Club, Devon, Eng-		AMERIGO VESPUCCI	Full rigged ship	
	land		333 ft.	Naval Training Ship	
EYE OF THE WIND	Brigantine		STELLA POLARE	Bermudan yawl	
106 ft.	Private Group Ownership		70.5 ft.	Naval Training ship	
SABRE	Yawl		Japan:		
55 ft.	Royal Artillery Yacht Club		NIPPON MARU	4-masted Bark	
Germany:			318.2 ft.	Ministry of Transport	
GORCH FOCK	Bark		Norway:		
266 ft.	Naval Training Ship		CHRISTIAN RADICH	Full rigged ship	
DUENNA	Brigantine		237.9 ft.	Merchant Navy training ship	
48 ft.	Chronik der Seefahrt		Panama Canal Zone:		
Plus 110 privately owned yachts of various sizes.			CHIEF APTAKISTIC	Schooner	
			53 ft.	Sea Scouts of America	
Ireland:			Poland:		
CREIDNE	Bermudan Ketch		DAR POMORZA	Bark	
48.7 ft.	Irish Sail Training Assoc.		277.5 ft.	Merchant Navy Training ship	
Holland:			ZAWISZA CZARNY	3-masted topsail schooner	
GRIETJE	Gaff ketch			Polish Sea Scouts-sail training	
56.3 ft.	Private ownership		Portugal:		
JACOMINA	Gaff ketch		SAGRES	Bark	
49 ft.	Private ownership		266 ft.	Naval Training ship	
NORSEMAN	Ketch		Spain:		
52 ft.	Watersport "Twellegea"		JUAN SEBASTIAN	4-masted topsail	
EENDRACHT	Topsail schooner		DE ELCANO	schooner	
117.9 ft.	Dutch Sail Training Assoc.		370 ft.	Naval Training ship	



CHILE



ITALY



GERMANY



Top: Esmeralda from Chile. Above: The Italian sailing ship Stella Polare. Right: Germany's Gorch Fock. Facing page: Gazela Primeiro, representing Philadelphia Maritime Museum, U. S. A.

Sweden:

GLADAN
112.5 ft.

United States:

EAGLE
266 ft.
BILL OF RIGHTS
95 ft.
BLACK PEARL
38 ft.
CLEARWATER
85 ft.
FREEDOM
99.6 ft.
DOUBLE EAGLE
104 ft.
GALLEONS LAP
31 ft.
GAZELA PRIMEIRO

HARVEY GAMAGE
95 ft.
HUDSON BELLE
42 ft.
MARY E
75 ft.
MYSTIC WHALER
83 ft.
PERSEUS
120 ft.
PRINCE LOUIS
97 ft.
PIONEER
57 ft.
PROVIDENCE
67 ft.
ROSEWAY
65 ft.
SHENANDOAH
100 ft.
TABOR BOY
88 ft.
UNICORN
94 ft.
WESTWARD
99 ft.
AMERICA
105 ft.
EFFIE MORRISSEY
93.6 ft.
ELISSA
150 ft.
PETREL
70 ft.
TIKI
85 ft.
BARBARA
72 ft.
ATLANTIC
185 ft.
TICONDEROGA
58 ft.

Gaff schooner
Naval Training ship

Bark
USCG Training ship
Schooner
Private ownership
Brigantine yacht
Barclay Warburton III, ASTA
Sloop
Hudson River Sloop Restoration
Schooner Yacht
Port of Baltimore Sea School
Schooner
Private ownership
Schooner
Sea Explorer Ship
Barquentine
Philadelphia Maritime Museum
Schooner
Dirigo Cruises
Gaff rigged schooner
Hudson Maritime Academy
Schooner
Private ownership
Schooner
Private ownership
Topsail Schooner
California fleet official entry
Schooner
California fleet official entry
Schooner
South St. Seaport Museum
Sloop
Seaport '76, Newport, R.I.
Sloop
Privately owned
Topsail schooner
Coastwise Packet Co.
Topsail Schooner
Tabor Academy
2-masted Brig
Jacques Thiry - Training
Staysail Schooner
Sea Education Association
Schooner
Kingspoint Maritime Academy
Schooner
World Travel Films
Bark
Galveston Historical Foundation
Racing Yawl
Privately owned
Schooner
Privately owned
Ketch
Privately owned
Schooner
The Schooner Atlantic Inc.
Gaffrigged schooner
Privately owned

PROBABLE ADDITIONAL PARTICIPANTS

England:

SIR WINSTON CHURCHILL
135 ft.

3-masted topsail schooner
Sail Training Association

U.S.S.R.:

KRUZENSHTERN
319.5 ft.
TOVARITSH
203.5 ft.
SEDOV
328 ft.

4-masted bark
Merchant Navy Training
3-masted bark
Merchant Navy Training
4-masted bark
Merchant Navy Training

Poland:

POLONEZ
45 ft.

Racing ketch
Merchant Navy Yacht Club

UNITED STATES



1975 All-Navy Cartoon Contest

Navy artists were doing their thing again this year and doing it well. The 1975 All-Navy Cartoon contest was a rousing success with 10 contestants walking off with honors ranging from Hank Ketcham's cartoons to certificates and letters.

When Washington—George, that is—really is on the telephone, and the chiefs' mess is literally a mess, it may not sound very funny. Two Navymen took these ideas, depicted them in cartoon form and entered the results in the contest. When the judges finally stopped laughing, they agreed George and the chiefs' mess deserved top honors.

In honor of the Navy's 200th birthday, a special bicentennial category was created for the 1975 All-Navy Cartoon Contest. Top three winners with the best bicentennial-oriented cartoons received a personal letter from John Warner, former Secretary of the Navy and head of the American Revolution Bicentennial Administration (ARBA).

Placing first in the Bicentennial category was DP1 Robert J. Cree, from the Bureau of Naval Personnel. In second place is a familiar contestant, the first and second place winner from last year's contest, YNCS Gerald Avera, from NAS Memphis, Millington, Tenn. Chief Avera also picked up three honorable mentions in the Bicentennial category and two honorable mentions in the regular category this year.

HMC George P. Brines of the Naval Training Center, Great Lakes, was awarded third place and an honorable mention.

The other two honorable mentions in the special Bicentennial category were both submitted by DK2 Alan L. Berry, Navy Recruiting District, Minneapolis. Minn. Berry's cartoons also won him two honorable mentions in the regular category.

Taking top honors in the regular category was IS3 Stephen A. Wetzel of VA 52, NAS Whidbey Island. He, along with second place winner EW2 Robert L. Lewis of USS *Connole* (FF 1056) and third place winner DK2 Nemesio D. Hernandez of USS *Myles C. Fox* (DD 829) received original "Half Hitch" cartoon strips donated by ex-Navyman Hank Ketcham. Hernandez was also awarded an honorable mention for another of his cartoons.

Other Navymen receiving honorable mentions in the regular category were: CDR Lex L. Davis, CHC, U. S. Naval Construction Battalion Center, Port Hueneme, Calif.; CTA3 Robert Hobbs, Jr., Naval Security Station, Wash., D. C.; and DM1 E. E. Markham, Jr., Naval Technical Training Center, Pensacola, Fla. All of the winners in both categories received a certificate signed by Hank Ketcham.

If you are interested in entering the 1976 contest, your cartoons will be welcomed. Deadline is 1 Oct 1976. All Navy personnel on active duty in excess of 90 days, and their dependents, may participate. You may enter as many cartoons as desired, but each must portray a Navy theme. Each drawing should be in black ink on 8-x-10½-inch paper or illustration board so the cartoon may be reproduced for publication. Even though your cartoon may not win a prize, it might still be used in ALL HANDS or various other publications.

Watch for details on the cartoon contest in future Navy News Briefs.

—JO2 D. Matthews

Bicentennial Winners

1st Place Winner DP1 Robert J. Cree



"... for you, Sir ... Washington calling ..."

2nd Place Winner YNCS Gerald M. Avera



"... and this year's 'Recruiter of the Year' award goes to ..."

3rd Place Winner HMC George P. Brines



"Take two aspirins, take two aspirins ... Is that all you corpsmen can say?"

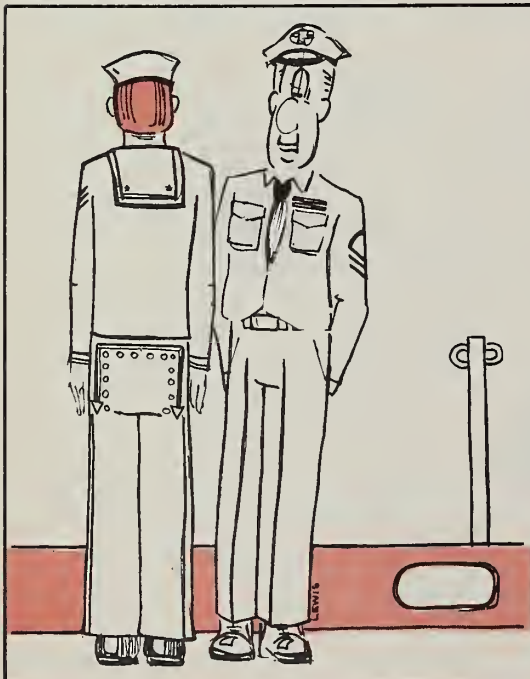
General Category Winners

1st Place Winner IS3 Stephen A. Wetzel



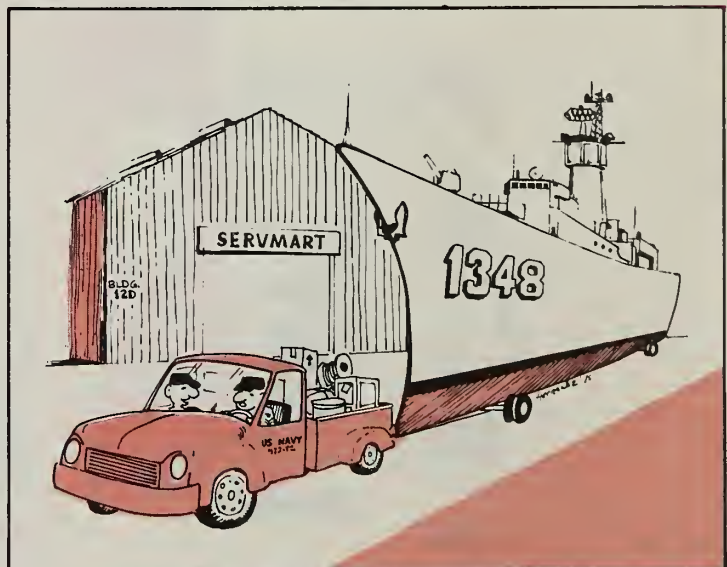
"I'm sorry, Sir ... but this is the only chiefs' mess that I know of ..."

2nd Place Winner EW2 Robert L. Lewis



"... in a hurry this morning, Dilbert?"

3rd Place Winner DK2 Nemesio D. Hernandez

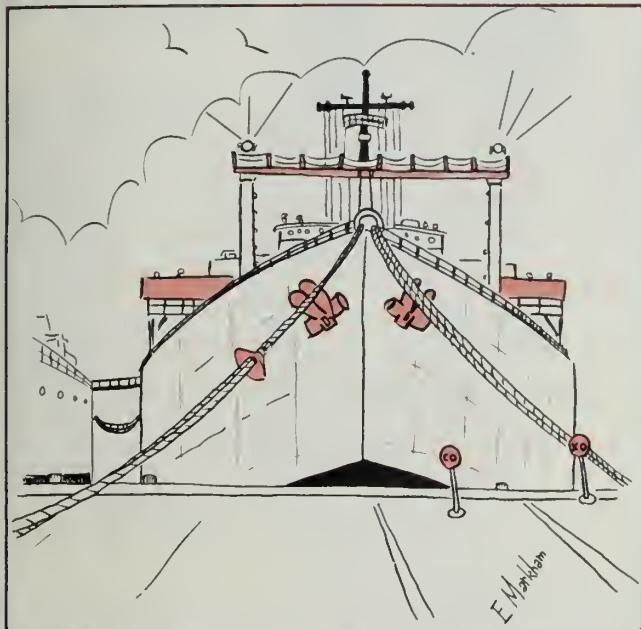


"Are you sure the supply officer wants a DD-1348?"

ALL HANDS

Honorable Mentions

DM1 Edwin E. Markham, Jr.



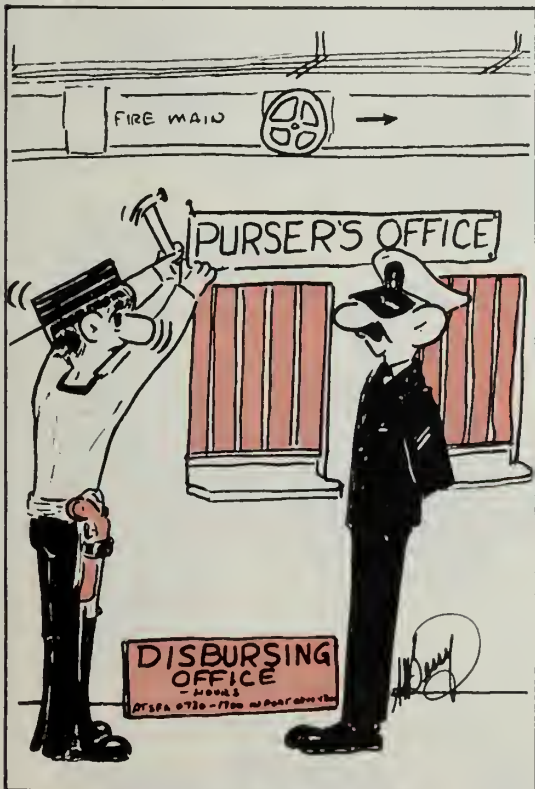
"Now hear this; due to the fuel shortage we will simulate our forthcoming Med cruise. . . ."

YNCS Gerald M. Avera



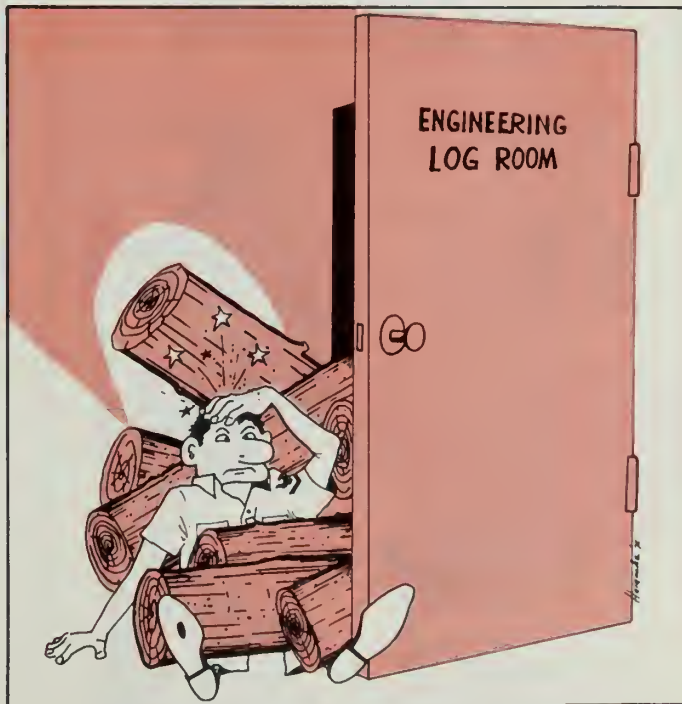
"Somebody in Philadelphia cracked the Liberty Bell and scutlebutt has it that we get no more liberty untill it's replaced."

DK2 Alan L. Berry



"Where will we get paid from now on?"

DK2 Nemesio D. Hernandez



Honorable Mentions (continued)

DK2 Alan L. Berry



"Engineering? . . . Son, our engineering is quite simple to work with, as long as you know how to man an oar."

YNCS Gerald M. Avera



"J-GRAM III . . . Effective immediately, shoes are no longer optional; they are required . . . thus the uniform will be complete and there will be no more uniform changes."

DK2 Alan L. Berry



"XO, I don't really believe that when the admiral stated we would go back to the 'old Navy ways' that he meant we would go *that* far back."

HMC George P. Brines



"Oh, no! . . . they've changed our uniform again."

YNCS Gerald M. Avera



"Make a note to rescind that order on wearing name tags."

CS Gerald M. Avera

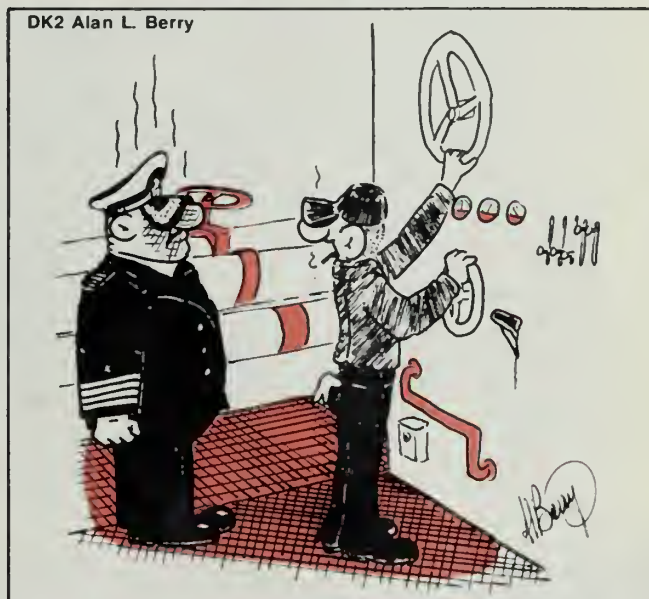


"In order to present a more uniform appearance, effective 1 July, all hands will be six feet tall and weigh 170 pounds."



"Here it is . . . the middle of July and it's still snowing because the commandant of this district hasn't authorized summer yet . . ."

DK2 Alan L. Berry



"Don't let the chief see you standing around like that, because the new CO is pulling a surprise inspection. So, grab a rag and at least look busy."

CDR Lex L. Davis (CHC)



"Ship's rule . . . No smoking in a magazine area."

YNCS Gerald M. Avera



"He says it's Summer Dress 'X-Ray' . . . Before you put him on report, you'd better check the morning message traffic."

IN THE WAKE OF WAXAHACHIE

Right: Engineman 1st Class John Stump, ship's operator and chief engineer, steers the yard harbor tug Waxahachie (YTB 814). Below: Waxahachie helps guide the aircraft carrier USS Kitty Hawk (CV 63) to the pier in Pearl Harbor. Facing page top: The tug's mascot, Cognac, keeps an eye on things as Waxahachie comes into berth. Bottom: Waxahachie heads out for another day's work in Pearl harbor.





Waxahachie is small compared to some of the aircraft carriers she helps maneuver, but what she lacks in size, she makes up in strength.

The Navy yard tug *Waxahachie* works with merchant vessels, fuel barges and Navy ships of all types at the naval station in Pearl Harbor, Hawaii. She helps them in and out of the harbor and from berth to berth, or nudges fuel barges in position beside ships in need of fuel. With her 2000-horsepower engine she can tow an 80,000-ton ship, or push against a ship's bow to guide her through the harbor channel or up to a mooring berth.

Her close-knit, nine-person crew, and a dog named Cognac, is supervised by Engineman 1st Class John Stump. If needed to fight a fire, *Waxahachie*'s fire pump and two on-deck nozzles can spray 1000 gallons of water per minute to a height of 80 feet and a distance of 120 feet.

Built in Sturgeon Bay, Wisc., *Waxahachie* was placed in service 20 Dec 1971. She is one of five yard harbor tugs at Pearl Harbor.



from the desk of the **Master Chief Petty Officer** of the Navy

The methods and the art of communication have improved significantly since the days of singing minstrels, smoke signals, and carrier pigeons.

Our federal government and private industry have spent billions of dollars to develop and perfect a modern electronic communications system which permits instantaneous contact with other people throughout the world.

Since we now have an advanced system of electronic communications, it seems strange to me that we are often unsuccessful when we attempt to communicate with one another through face-to-face conversation. It's unbelievable—but

true—that in the most basic forms of communication, we are often unable to relate our thoughts to one another.

Needless to say, this inability to communicate effectively could adversely affect the day-to-day operations of our Navy. People-to-people communication is an important factor in the overall readiness of our forces afloat and ashore.

Open and candid conversation between the seaman and the petty officer, the petty officer and the chief, the chief and the officer are necessary to maintain a smooth-operating chain of command. Yet, such conversations often fail to materialize, and if they do, the failure to communicate properly often creates misunderstandings and hard feelings.

That's why I feel so strongly that the ability to communicate effectively is the key to nearly all interpersonal relationships and is the master key to an effective and efficient organization such as the Navy.

In my estimation, many of the misunderstandings we have during face-to-face verbal exchanges occur because: (1) we fail to consider the other person's "frame of reference;" and (2) we fail really to listen to the other person.

An individual's frame of reference is a composite of that individual's background, experiences, attitudes, prejudices, and environment. When a person expresses his thoughts and desires, he speaks through his frame of reference. The problem is that the listener interprets or perceives the message through his or her own frame of refer-

Energy Hints

Though many of us have learned to live with it, the Energy Crisis continues to be real and there's little hope that it will abate—even disappear—in the near future. It's well to bone up every now and then on ways to conserve energy, especially electricity, in the home and at work. Below are some helpful hints listed by the Federal Energy Administration which, when taken in conjunction with material published by ALL HANDS in March 1974 on the same subject, will act as a reminder on further ways to conserve electricity in our day-to-day living. Here then are still more ways to save electricity:

In the Home

- Set heating thermostat at 65 to 68 degrees during the day and 60 at night. Set cooling thermostat at 78 to 80 degrees.
- Set thermostats on hot-water heaters as low as possible.
- Install insulation, storm windows and storm doors;

ence and very often receives a meaning entirely different from the one intended. The message sent is not the message received. Thus, a gap has been created, and there is a failure to communicate.

Listening is also very important to the communication process. How often have you listened



MCPON Robert J. Walker, USN

to words, but because your mind was elsewhere, you realized you missed the meaning of the words? Proper listening is an art and should not be considered a casual thing. It takes concentration—the same type of concentration required to get the full meaning from words in a book.

There are some things we can do individually to solve problems of communication. First, we must recognize that the person we are communicating with has a point of view which is probably different from our own. We must understand "where a person is coming from." We cannot change an individual's frame of reference, nor would we want to do so. But, we must recognize that such a frame of reference exists.

A second step would be to concentrate our efforts on listening to the other person's point of view. A person's point of view is extremely important (especially to that person); therefore, we should listen closely to ascertain what that person really feels or believes. Proper listening takes practice and a conscientious effort. But, if we train ourselves to become good listeners, then we will become better communicators.

And, if we can communicate successfully in our day-to-day working relationships, then job satisfaction, team efforts, safety, and operational readiness will improve.

Because effective communication is the sinew of a much broader goal—effective leadership—I challenge every Navy enlisted member to seek to improve his or her communication skills and practice these skills every day.

weather-strip and caulk all doors and windows.

- Wash clothes in warm or cold water whenever possible.

- Minimize use of hot water.

- Take less time in the shower (wet down-soap down-rinse off).

- Line-dry clothes whenever possible.

- Turn off lights when leaving the room.

- Reduce or eliminate ornamental lights except on special holidays or festive occasions. Turn off other lights when decorative lights are on.

Government Buildings

- Turn off lights when leaving the office for even a few minutes.

- Reduce lighting in all buildings to federally recommended minimum levels of illumination—50 footcandles at work stations (i.e., desks), 30 footcandles in work areas, and 10 footcandles in nonwork areas (i.e., hallways and corridors).

- Reduce hours of operation of street lighting.

- Turn off unused office machines and shop equipment.

- Reduce use of outside air to a minimum. During nonbusiness and nonoffice hours shut it down if possible. This conserves energy in both winter and summer.

- Where safety permits, reduce lighting in noncritical areas as parking lots.

- Turn off nonessential and decorative floodlights; turn off all lights at night and check into the possibilities of having janitor service performed during regular working hours.

Maintenance-Industrial Areas

- Turn off idling electrical machinery and process heating equipment as much as possible.

- Perform maintenance (and janitorial) services during regular working hours.

- Properly insulate process heating equipment, storage tanks and lines conveying liquids.

- FULL SEA MANNING PLAN MOVING AHEAD ON SCHEDULE

The Fleet Readiness Improvement Program, approved in August, is on target. The plan calls for 100 per cent manning at sea by transferring 6000 petty officers to afloat billets by mid-1976.

Several actions have already been completed by BuPers. Overtoured personnel ashore, to be returned to sea, have been identified and parent commands have been notified of broad transfer guidelines. In addition, each command has received (or will receive) a follow-on letter listing individuals affected and their new projected rotation dates (PRDs).

BuPers Notice 1306 of 31 Oct 1975 gives revised sea/shore tour lengths by rate and rating and includes an explanation of the phased adjustment of PRDs. As with the overtoured personnel, commanding officers having personnel whose PRDs will be changed by this notice, will receive a letter listing each individual and his new PRD. Every effort is being made by BuPers to provide both the individual and his command as much advance notice as possible.

The BuPers Notice also encourages those personnel who are essentially not affected by the above actions to extend voluntarily at sea or terminate shore duty for orders to sea. The minimum sea extension restriction has also been reduced from 24 to 12 months. Actual order writing has already commenced, and the first transfer to sea is scheduled for February. Interested personnel should contact their personnel office for further information.

- COMMITTEE TO SELECT HOSPITAL CORPSMEN FOR 'C' SCHOOLS

A permanent committee has been established to select hospital corpsmen for "C" school training in order to increase competition among applicants. In the past, students were chosen on a "first-come" basis. The committee is composed of representatives from the Bureau of Medicine and Surgery, the Health Sciences Education and Training Command and the Bureau of Naval Personnel. It will meet quarterly to screen all "C" school applicants. It recently convened to select hospital corpsmen for classes in July, August and September 1976.

- EMERGENCY LEAVY POLICY CHANGED

Navy personnel are now eligible for emergency leave in circumstances involving the immediate family of their spouses. This includes spouses' parents, legal guardian, children, brothers and sisters or an only living relative. Previously, emergency leave was granted in circumstances involving only the member's immediate family.

- LEADERSHIP/MANAGEMENT TRAINING SITES INCREASED

The two-week-long leadership and management training course offered by the Chief of Naval Education and Training has been expanded from four to 13 sites. For the last two years it has been taught in Newport, Coronado, Little Creek and New London. New sites include Pearl Harbor, San Diego, Norfolk, Great Lakes, Memphis, Pensacola, Corpus Christi, Charleston and Mayport. The course covers management principles and techniques, communi-

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cations theory, decision making, problem solving and human resource development. It is open to petty officers E-6 through E-9, and warrant and commissioned officers through O-4.

- WINNERS NAMED IN ALL-NAVY TALENT CONTEST

Seaman Edwin Posey, Naval Support Unit, HQ, AFSOUTH, Naples, Italy, won the 1975 All-Navy Talent Contest held recently at NAS Corpus Christi, Tex. SN Posey, who sang "Mandy" and "Cabaret," was selected over 17 other acts by a panel of six judges.

Runner-up in the competition was Lieutenant Donald A. Schramm, CNATECHTRA, representing the Sixth Naval District. He sang "They Call the Wind Mariah" and "The Impossible Dream."

Last year's winner, Chief Machinist's Mate James L. Berry, USS Kamehameha (SSBN 642), representing the Third Naval District, took third place.

- 10TH SPRUANCE-CLASS DESTROYER CHRISTENED

Oldendorf (DD 972), the 10th Spruance-class destroyer, was recently christened in ceremonies at Pascagoula, Miss. The ship is named for the late Admiral Jesse Barrett Oldendorf who won the Navy Cross for heroism in the Battle of Surigao Strait in October 1944. ADM Oldendorf commanded the task group which trapped and defeated the strong Japanese Southern Naval Force. His plan called for U. S. battleships to "cap the T" of the advancing enemy column in order to concentrate broadsides against each Japanese ship in turn as it came into range. This action marked the last naval engagement in which a battle line was used.

- VT-26 TAKES 1975 CNO AVIATION SAFETY AWARD

Training Squadron 26, NAS Chase Field, was recently awarded the 1975 CNO Aviation Safety Award. In achieving this honor, VT-26 flew more than 25,700 accident-free hours in FY 75, more than any other jet training squadron in the Navy. In addition, during the last 29 months of intensive jet training operations, the squadron had amassed more than 65,000 accident-free hours. This is the second consecutive year VT-26 has won the award.

The CNO Aviation Safety Award is presented annually to selected Navy commands in recognition of outstanding contributions to combat readiness, high morale and economy of operation through safety.

- QUALITY CONTROL FOR REENLISTMENTS REVISED TO MEET CURRENT MANNING NEEDS

Changes were recently made to the Reenlistment Quality Control Program in order to meet current manning needs. The adjustments, outlined in BuPers Instruction 1133.22D, establish the number of years an individual may serve based on his rate, the Career Reenlistment Objectives Group (CREO) of his rating and his years of active service at the time of reenlistment.

Previously, reenlistment criteria were applied at the point of first reenlistment, at 20 years and at 23 years. Under the new system, the criteria will be applied at the first reenlistment, 20, 21 and 27 years.

For a first reenlistment the member must be a petty officer or, if

an E-3, must have passed an advancement exam and be recommended for advancement, or previously have been a petty officer and be recommended for advancement. Commanding officers may also now authorize a probationary extension of 12 to 24 months to allow an individual to pass the E-4 exam. If the exam is not passed by the end of the probationary extension, he will be separated and not be eligible for reenlistment.

For second or subsequent reenlistments, personnel E-4 or below will not be eligible for continuation beyond 20 years. For service beyond 21 years, individuals must be chief petty officers (or an E-7 selectee) unless they fall into specific eligible CREO groups.

E-5s in CREO group A (less than 75 per cent career manned) may stay in up to 30 years. E-5s in CREO group B (between 75 and 89 per cent career manned) may stay in up to 27 years. E-6s in CREO groups A and B may stay in up to 30 years.

E-7s will now be eligible for continuation only up to 27 years unless they are in CREO group A or B.

E-8s and E-9s may stay on active duty up to 30 years. Special request to remain on active duty beyond 30 years must still be made.

- NAVY RESEARCH OFFERS BICENTENNIAL SLIDE SHOW

The Office of Naval Research has put together a 20-minute slide and script presentation entitled "Building on a Proud Tradition." It portrays naval technological advances from David Bushnell's Turtle to astronauts strolling on the moon. It tells how research is related to the progress of the country and directly benefits the people it serves. Copies of this presentation have been distributed to all naval research activities, Reserve units and companies. It also can be made available to other commands by sending a request to Office of Naval Research (Code 730), Arlington, Va. 22217.

- HISTORICAL ARTIFACTS OF NAVY MEDICAL DEPARTMENT SOUGHT

The director of the Navy Memorial Museum in Washington, D. C., is planning an exhibit of pertinent historical artifacts of the Navy Medical Department. Commands and individuals holding artifacts of historical significance of the Medical Corps, Dental Corps, Nurse Corps, Medical Service Corps and Hospital Corps that are willing to donate or loan these items to the Navy Memorial Museum, particularly during the observance of the Bicentennial, should notify the Curator for the Department of the Navy, c/o Navy Memorial Museum, Bldg. 76, Washington Navy Yard, Washington, D. C. 20374. Articles should be described by name of item, historical period and place of manufacture or use, if known. The holders of the artifacts should also indicate their willingness to lend or donate the items.

- A GREAT CAREER ENDS AS USS HANCOCK MAKES FINAL DEPLOYMENT

When USS Hancock (CV 19) returned recently to Alameda she ended her 17th and final deployment. The award-winning veteran carrier is scheduled for decommissioning this year. During her final deployment the ship participated in the evacuations of South Vietnam and Cambodia,

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and performed an important role in the rescue of SS Mayaguez. In 31 years of active service more than 195,000 arrested landings were made aboard.

During World War II she received the Navy Unit Commendation and four battle stars for action in the Pacific. Her first taste of battle came on 10 Oct 1944 when her planes attacked Okinawa airfields and shipping. They also participated in the battle to retake the Philippines and attacks on the Japanese mainland. In the closing months of the war, she withstood a kamikaze attack when a suicide plane crashed into her flight deck, killing 62 of her crew.

During the Vietnam conflict Hancock earned three more Navy Unit Commendations and three Meritorious Unit Commendations.

● ANCHORS TURN TO GOLD AT 14 NAVY COMMANDS

Atlantic Fleet Golden Anchor Awards for FY 75 were recently presented by CinCLantFlt to 14 units. The awards are presented annually for command support, management and team efforts in promoting the Navy's retention program. Winning ships are authorized to paint their anchors gold.

Winners ashore are: ComNavAirLant, Norfolk, third echelon command category; NavSta Roosevelt Roads, Puerto Rico, large shore base; NAS Patuxent River, Md., and Tactical Electronic Warfare Squadron 33, of Norfolk, both in the small command category.

USS Shark (SSN 591) and the blue crew of USS John Adams (SSBN 620) won in submarines.

Top honors for aircraft carriers went to USS Independence (CV 62). Fighter Squadron 11, NAS Oceana, Va., and Air Antisubmarine Squadron 22, Cecil Field, Fla., were named best deploying squadrons.

Surface ship awards went to USS El Paso (LKA 117), large ship category; Sampson (DDG 10), medium ships; and USS Nipmuc (ATF 157), small ships.

Two special awards were presented to USS Canopus (AS 34) and MCB 74.

● NAVY AIR TERMINALS TO BE MANAGED BY NEW NAVY SPECIALISTS

The new enlisted classification Air Transportation Specialist (NEC SK-2821), was recently created to improve the management of Navy air terminals. Members will be chosen from the storekeeper rating and will receive training in cargohandling, passenger handling and transportation regulations. Their duties will include cargo packaging, cargo selection, operation of material handling equipment, documentation, aircraft loss planning and the management of all passenger and cargo operations. In addition, these specialists will be fully trained to handle cargo moved by truck, rail or water and will thus be qualified for any fleet transportation billet.

● LAMPS EXPANDS AS TWO NEW SQUADRONS ARE ESTABLISHED

Two more Light Airborne Multipurpose System (LAMPS) helicopter squadrons were recently established to bring the total to six operational and two training squadrons now with the active fleet. The new squadrons are HSL-37 at NAS Barbers Point and HSL-36 at NavSta Mayport.

Seventh Fleet's Money Man

He hands out about \$15 million a month, maintains \$5 million in a local bank and over \$700 thousand in Filipino pesos in another bank account. There's usually a sizable amount under careful guard in a station safe which is also his responsibility.

Of the millions he handles monthly, he keeps tabs on every penny and each transaction as though it were his own. Chief Warrant Officer Richard C. Ruffing is disbursing officer for the U. S. Naval Base Subic Bay, Republic of the Philippines. "My job," he says, "allows little room for mistakes."

The majority of the dollars for members of the Seventh Fleet in the Western Pacific first arrive at Ruffing's disbursing unit. There 45 men and women work to disburse millions of dollars to thousands of people from one of the Navy's largest disbursing facilities outside of the United States.

"Here we provide cash for all ships operating in the Western Pacific that transit in and out of Subic Bay. We maintain payrolls for all sailors and Marines in the Philippines, base-employed U. S. Civil Service employees, and local-hire citizens," says Ruffing. Funds for the peso payroll alone average a gross disbursement of \$17 to \$20 million monthly.

The facility services more than 8000 pay records. It is the central money distribution point for 95 different military activities, providing money for more than 21,000 people.

In addition to payrolls, the disbursing office provides payment for more than a thousand vendors including contractors and food suppliers. It also maintains control over three sub-offices located at the Naval Communications Station in San Miguel, the Naval Air Station at Cubi Point, and the Naval Security Group at Clark Air Force Base.

A former hospital corpsman, Ruffing received his appointment in the Supply Corps in 1969. He has served as a disbursing officer for the past four years.

During his service as a corpsman, Ruffing worked his way up from seaman recruit to master chief petty officer. He received training in basic medical aid and treatment, administration and supply, and personnel management.

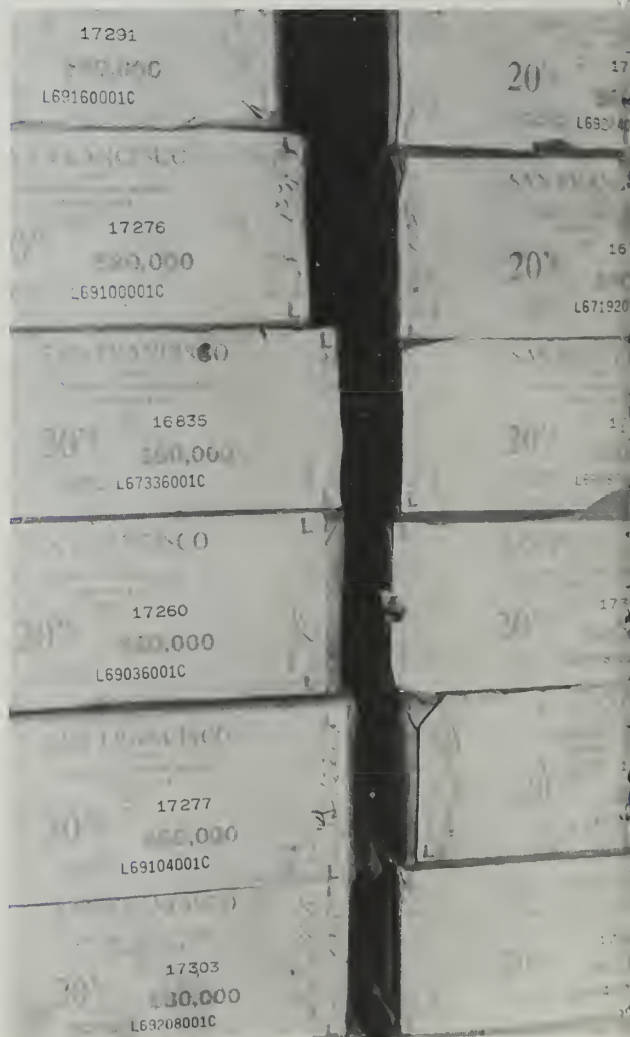
Ruffing's personal goals are to serve the Navy, and to provide comfortably for himself, his wife Sammie, and daughters Patricia 9, Rachael 4, and Jennifer 3.

Another aim Ruffing has, after moving on into retirement, is to enter the hotel business.

It's one way of meeting a lot of people—and with his varied background in dealing with contractors, suppliers and customers, he should be a success.

—Story by JOC Milt Harris
—Photos by PH1 John R. Sheppard

Below: More than a million dollars is stored in a vault, ready for distribution to Navy and Marine Corps personnel on duty in the Western Pacific. Facing page left: Navy Chief Warrant Officer Richard C. Ruffing, disbursing officer at U. S. Naval Base Subic Bay, opens a safe where military payrolls are stored. Top right: Busy fingers key and compute military pay. Middle right: A civilian accountant at the Subic Bay disbursing office computes the pay of a serviceman assigned to duty in the Western Pacific. Bottom left: DKC Leopoldo A. Reyes checks allotment forms. Bottom right: DK3 Raymond W. Hunt helps a customer figure out his pay and allowances.





Questions and Answers

Questions From Officers

Q. *Is it better to call my detailer, or send a preference card, write an official letter, or write a personal letter to him?*

A. The answer is yes on all counts. The key is communications!

The preference card, however, is the most effective way to communicate provided it is current, accurately reflects your personal and professional status and shows realistic, attainable duty preferences. You may send one in whenever you want, but do it at least annually, and you can update it by a phone call or personal letter.

Finally, you should submit an official letter via your commanding officer when the circumstances dictate that your request be made a matter of record. This method also facilitates review by an informal panel (or board) of officers in the Bureau in those cases required by BuPers Manual.

Q. *I'm on a small ship and I can't complete my 1110 qualifications. What can I do?*

A. The surface warfare officer personnel qualifications standards were designed to enable officers in all surface ship types to qualify. If qualification proves impossible due, for instance, to the ship's deployment schedule, a split tour could be one answer. Your commanding officer may also find other ways to help you qualify which may have not been apparent to you earlier.

Q. *Is it better to stay at sea continuously through completion of the department head tour, or to come ashore between the division officer and department head tours?*

A. The majority of officers who have completed the initial three- to five-year sea tour by qualification as a surface warfare officer, and by selection to SWO School, Department Head Course, are being encouraged to seek a tour ashore for several reasons.





Among these are: It gives the young officer time to establish a family, get a respite from continuous sea duty, and broaden his professional base. Other officers go right to the department head tour from the division officer tour because the timing was right and that's the way they like it.

Your detailee is in the best position to "call it" for you, but let one thought be your guide: The significant tour in the grade of lieutenant for a surface warfare officer, in the eyes of past lieutenant commander and executive officer selection boards, has been the department head tour afloat. Which route will best prepare you for that tour is a decision you and your detailee should reach jointly.

Q. If surface junior officer retention is a problem, what is being done about it?

A. Yes, the retention of quality surface junior officers is a problem. Applying historic attrition (or retention) rates to current onboard counts (by year group) produces dire results when compared with projected commander and captain billet requirements. Unless surface JO retention improves, quality input to the 0-5 and 0-6 grades will not be there later.

Professionalism is the common denominator in programs such as SWOS junior course for all new accession officers, SWOS Department Head School for all lieutenant department head billets afloat, the department head split-tour program and competitive selection for the department head school. Although our officer strength level of 63,000 may currently be constrained by Congress, the ultimate goal is not merely *more* officers but also *better* qualified officers to serve the Navy of the future.

Q. Is a fleet up or cross-deck from the weapons or operations department into the engineering department good for me and my career?

A. Most certainly! A fleet up or cross-deck from one department into any other department always diversifies and mixes the professional background of a junior officer.

A fleet up or cross-deck into engineering is especially useful, since it provides invaluable experience and knowledge over a broader spectrum. It also allows you to learn the basics of sound engineering principles. This should stand you in good stead later in your career.

Q. How can I get selected for the Surface Warfare Officer School department head course?

A. BuPers Manual 6610340 gives the basic information. The requirement to be a designated surface warfare officer (111X) is currently held in abeyance. In addition, the applicant must hold the highest level of OOD underway qualification attainable at the command from which applying or, if currently serving ashore, his last sea assignment.

Q. What is the difference between readjustment pay and severance pay?

A. The basic difference is that readjustment pay is for Reserve officers and severance pay is for Regular

Two new ensigns at their graduation ceremony at the Naval Officer Training Center, Newport, R. I.

Questions and Answers

officers, both of whom are involuntarily released from active duty.

To be eligible for readjustment pay a Reserve officer must have completed five years' continuous active duty or have received an RAD(I) in his last set of orders. The Regular officer must be subject to involuntary release from active duty in accordance with BuPers Manual 3830280.

Q. What is "greemain"?

A. It is an agreement to remain on active duty (GREEMAIN) which is included in orders to all officers being assigned to fleet squadrons. The practice has been standard on educational orders and is now attached to Fleet Readiness Squadron (FRS) orders because, with the ever-tightening defense budget, it is necessary to gain the maximum benefit from our FRS investment. Competition for fleet seats is extremely high, and this makes it imperative that FRS quotas go only to career officers who plan to remain on active duty. The period of obligated service in squadron orders for lieutenant commander and junior officers will be for the normal tour length following completion of FRS training.

Q. What must an officer do to withdraw a resignation which has already been accepted?

A. Resignations which have been accepted and approved by the Secretary of the Navy may be requested to be withdrawn before separation in accordance with SecNav Instruction 1920.3H. The notification must be made by message to SecNav via the Chief of Naval Personnel in order to ensure prompt cancellation of separation orders and adjustment of other related actions such as reporting reliefs, manning requirements and billet availability. The process is *not* automatic, and in some cases where personnel actions have proceeded beyond the point of change, the resignation must stand and may not be withdrawn.

If the withdrawal request is approved, an officer may submit to the Chief of Naval Personnel a request that the resignation correspondence be removed from his or her official record.

Q. I see more and more information about the growing naval nuclear propulsion program. Is there a need for officers in this program and how does one apply?

A. No doubt about it, both the submarine and surface nuclear fleets are expanding. Officers are needed in both. Officer candidates at the Academy and in the NROTC need only contact their company officers or class advisors. Civilian applicants may apply for the NUPOC or NUPOC (C) programs through their local recruiting districts. Officers in the fleet may apply for lateral transfer in accordance with BuPers Manual 6610300.

Q. What is the prescribed tour of duty outside the continental United States, and how can I obtain an extension beyond the maximum?

A. Standard tours of shore duty outside CONUS are listed in BuPers Instruction 1300.26 and vary from 12 to 48 months, depending upon location and accompanied status. Requests for extensions may be granted by the Chief of Naval Personnel for a maximum of one year, but the total overseas tour shall not normally exceed 48 months. Requests for extensions over 48 months will not be considered unless favorably endorsed by an appropriate flag or general officer in the field.

Q. Why do LDOs and WO's no longer have an opportunity to earn a baccalaureate degree through ADCOP, CAMSI or NPGS?

A. Due to the expressed desire of Congress to reduce military-sponsored education programs, and the lack of need for higher formal education by LDOs and WO's in achieving effective performance, these programs have been canceled. However, LDOs and WO's are eligible for the College Degree Completion Program which allows a limited number to complete a BS or BA degree in 24 months or less of full-time study at a civilian institution.

Q. As an aviation Reserve officer, may I expect automatic release from active duty at the end of my obligated service?

A. Not necessarily. If you received orders after 1 Jul 1971 you may be serving on an indefinite extension on active duty (RAD I). In this case, it is your responsibility to request release from active duty in accordance with guidelines in BuPers Manual 3820130.

Q. If an officer has a weak academic background and desires to improve his opportunity for selection to postgraduate school, what steps should he take?

A. Demonstrated capability on the graduate level in the educational area that an officer desires selection will always enhance his selection potential. This can be accomplished through off-duty study, on campus, or with correspondence courses. Whatever the method, you must ensure that a record of the course completion is sent to BuPers for your service record, and to the Naval Postgraduate School in Monterey, Calif. Only in this way will the postgraduate selection board be aware of your continuing efforts to advance your education. Remember, also, that excellent professional performance is the primary requisite for selection for postgraduate education.

Q. Is duty with a joint staff a prerequisite for promotion to any officer grades? If so, which grades and what type duty would qualify?

A. The prerequisite to which you refer applies only to promotion to flag rank. DoD Directive 1320.5 promulgates the requirement for completion of a tour of duty on a joint, combined, allied or OSD staff before selection for flag rank for all officers, except those of the line restricted in the performance of duty. BuPers Manual 1860300 sets forth Navy policy regarding this duty, makes provisions for waivers in certain instances, and outlines broad qualifying categories.

Q. What is a TAR?

A. The acronym TAR is drawn from the words Training and Administration of the Reserve.

A TAR officer is a Naval Reservist serving on active duty for the purpose of managing the Reserve component of the Navy. Assignments include operational tours and assignments performing duties in training, organizing, coordinating, instructing and administering inactive duty Reservists attached to Naval Reserve activities/units, aviation squadrons and ships.

Officers must be selected for the TAR Program. Upon selection, the individual's designator is changed to XXX7 and an indefinite release from active duty (RAD) status is assigned.

Q. What are the qualifications for assignment as an NROTC instructor?

A. The basic requirements are performance, excellent academic grades and recent sea experience.

- Performance—Fitness reports of nominees are screened closely, not only for performance of primary and collateral duties, but also for those leadership traits necessary to motivate and guide midshipmen. Actual

A pilot discusses weather factors with squadron members.



academic teaching is only one facet of the NROTC instructor's job. He must also counsel from 15 to 80 midshipmen, act as an advisor for unit and school activities, perform collateral staff administrative duties and, most importantly, he must be able to sell the Navy as a desirable and rewarding career.

- Academics—Undergraduate grades are inspected very closely by the universities since NROTC instructors enjoy faculty status at most schools. There are no hard-and-fast criteria applied, but most universities require a "B" overall average. Performance in the major field of study and the university you attended are also considered. An increasing number of universities are requiring a master's degree for acceptance.

Q. How do I advise BuPers I have attained additional education and/or foreign language proficiency?

A. By sending a brief letter and transcript to the Chief of Naval Personnel (Pers-3613) with a copy of the correspondence to your detailer. Further information can be obtained in NavPers 15939B and BuPers Instruction 1520.83 series.

Q. As a collateral duty public affairs officer, I would like to know what courses are available to give me basic training in Navy public affairs policy and procedures.

A. The Defense Information School, Ft. Benjamin Harrison, Ind., conducts several classes each year for junior officers requiring basic training in public affairs. The courses, which are approximately eight weeks in length, are the Information Officer Course (IOC) and the Broadcast Officer Course (BOC). They are open to any junior officer who is currently in, or will be ordered to, a billet requiring public affairs or broadcasting knowledge. Officers currently serving in collateral duty or full-time PAO billets may request quotas through their commanding officers from BuPers (Pers-448).

In addition, fleet and type commands periodically conduct short courses or seminars at locations near fleet units on each coast of CONUS and overseas. Other units have programs which ensure that the PAOs of deployed ships are briefed before or during deployments overseas. Officers in public affairs billets are encouraged to request information concerning these presentations from the senior staff public affairs office in their activity's chain of command.

Q. What kind of education is required to become a naval officer specialist in oceanography?

A. A baccalaureate degree is required in oceanography or physical science with 30 semester hours of oceanography or closely related courses such as meteorology, thermodynamics, and fluid dynamics. Preparation should include differential and integral calculus, one year of college physics, and one year of college chemistry. Above-average grades are required both in mathematics and the physical sciences. Marine biology normally is not considered satisfactory preparation.

Q. How do I transfer from the unrestricted line to the restricted line intelligence specialist community, 1630 designator? I am an 1100 lieutenant (jg) aboard a carrier.

Questions and Answers

A. You must submit your request for designator change to BuPers in accordance with BuPers Manual 1020150. The change of designator selection board currently meets quarterly, but officers are normally permitted to submit only a single application within a 12-month period.

Far more applications for entrance into the intelligence community are now being received than can be accommodated. The competition is therefore extremely keen. Only officers with superb performance records in their warfare specialty and, normally, previous intelligence experience as an unrestricted line officer, can expect to be selected.

Q. *What procedure is required for an officer to be transferred from the line to a staff corps?*

A. You must submit a letter of application to BuPers. A selection board is convened, usually quarterly. Details on eligibility requirements and application process are in BuPers Manual 1020160 and 1430120.

Questions from Enlisted Personnel

Q. *I have completed two years of a four-year enlistment. Can I be released from active duty to pursue theological studies in order to become a Navy chaplain?*

A. You must fulfill your obligation. You may, however, request a college early out and be considered for release up to 90 days before completion of your enlistment.

Q. *I'm a petty officer 1st class interested in achieving warrant officer status and assignment to a Navy legal service office. Is there a program which will meet my needs?*

A. The 2590 Legal Administrative Assistant should be your best bet. Duties are described in the Manual of Navy Officers Classifications, NavPers 15839B.

Current plans call for the establishment of 12 billets requiring a 2590 designator, including billets at Naval Legal Service Offices at Norfolk, San Diego, Jacksonville, and Charleston, and at the Navy Appellate Review Activity in Washington, D. C. An additional seven billets have been tentatively identified in San Francisco, Philadelphia, Great Lakes, Seattle, Washington, D. C., Newport and Subic Bay.

The tour lengths for these billets will conform to DoD and Navy policy in effect at the time, which appears to be a three-year shore tour followed by a sea tour. The sea tour is being programmed in order to permit these WOs to be competitive with others coming up for promotion. Subsequent to a sea tour, it is envisioned that 2590 WOs would be retoured to a Naval Legal Service Office.





Q. Recently, an enlisted man had a telephone conversation with his detailer concerning his rating. May he consider it an official communication?

A. Many important actions are accomplished by telephone. However, it is unfortunate that misunderstandings sometimes arise during telephone conversations between personnel in the fleet and those in BuPers. Because of this, telephone conversations between detailers for enlisted ratings and their constituents are not considered to be official communications.

Q. I am an FTG2 and my sea tour is 60 months. Five years is a long time to spend on the same ship; what provisions are there for splitting my tour?

A. The Enlisted Transfer Manual, article 3.06, states: "To avoid the erosion of motivation which sometimes results from long periods of service in the same activity, opportunity for reassignment will be provided as follows: For tours (sea or shore) 48 months or longer, members may request reassignment to be effected at any time after they have served 24 months at the same activity, provided they have at least 24 months remaining on their current sea/shore tour. Favorable consideration will depend upon personnel requirements and travel costs involved."

The requirements to be met before transferring an individual before his PRD, include available billet, available relief, and reasonable travel cost.

Your detailer reviews each of these requirements before recommending action on your request for a split tour. If any one of these requirements cannot be met your request will probably be disapproved.

You may also transfer through a self-negotiated, or Chief of Naval Personnel-negotiated, exchange of duty. The requirements to be met for "swaps" are listed in Chapter 16 of the Transfer Manual.

Q. Do enlisted women in the Navy have the same sea/shore rotation as male counterparts?

A. Generally, yes; however, public law precludes the assignment of women to ships, except hospital ships and transports, as well as to aircraft on combat missions. From a rotational standpoint, women are and will continue to be detailed as their male counterparts with the exception that women will serve their sea tours at activities categorized as type three (overseas duty).

Q. In the last few months I have heard a lot about the "Fleet Readiness Improvement Program." I am a PN2 currently assigned to shore duty and as a result of a billet deletion, my command received a letter indicating that I was in excess of allowance. Since I still have 18 months left on my shore tour, will I be transferred to another shore station or transferred back to sea under this new program?

A. Personnel on shore duty who are nominated for transfer as a result of being in excess of allowance will normally be assigned to another shore duty station for the completion of their shore tour. However, the shore tour lengths for certain ratings have been adjusted as a result of the Fleet Readiness Improvement Program.

Sound-powered phone talker on the bridge of USS Miller (FF 1091).

Questions and Answers

Personnel may obtain complete details from their command's personnel office.

Q. *I am a PNC, personnel officer supervisor, and would like to find out what the current processing time is for separation, reenlistment and extension requests.*

A. Requests forwarded to BuPers via the chain of command normally are processed within three to five weeks after receipt. There are some exceptions—for instance, application for conscientious objector status normally requires about three months' processing time.

Q. *I am currently serving in a CREO Group A rating and want to change ratings. Should I submit a request for lateral or SCORE conversion?*

A. Members are always encouraged to submit requests for reenlistment incentives. However, rating manning is a major factor in determining conversion approvals. To authorize a conversion from a critically undermanned rating would only make that rating manning more critical. Therefore, in the best interest of the member and the needs of the Navy, such a request would normally be disapproved. Members serving in critically undermanned ratings should investigate other possible reenlistment incentives such as GUARD II, STAR, etc.

Q. *I have what I consider to be a serious personal problem. I feel I have tried to bring it up to the proper people in my command, but nobody will really talk to me about it. Whom can I contact?*

A. Navy personnel have a wide variety of avenues to pursue when seeking advice or help with problems. The first and most obvious is the chain of command. Supplementing this are command career counselors, enlisted advisors, chaplains, and the Master Chiefs of the Force, Fleet and Navy.

Should these avenues produce unsatisfactory or incomplete results, Navy personnel may write or call a member of the Navy Ombudsman Team at the Bureau of Naval Personnel, Attention Pers-5h5, Washington, D. C. 20370. Telephone commercial 202-694-3893, or autovon 224-3839. Team members are trained to answer your questions and advise you, or to refer you to the appropriate office for assistance.

Q. *I have just received my letter of acceptance for conversion through the SCORE Program, with a provision that I attend class "A" school. When may I anticipate receiving my assignment to school?*

A. As with all fleet assignments, the actual class convening date is based on quota availability in the particular school. If you are stationed outside the continental U. S., you will probably be assigned to "A" school coincident with your projected rotation date. Remember, you are not considered to have relinquished your current rate or billet responsibilities until you are officially redesignated in your new rating.

Q. *Is there any way to regain an Acey-Deucey club once it has been taken away? We had one that came consistently out in the black—one of the few on the West coast, we were told. In fact, we had accumulated a sizable fund and hoped for future remodeling or expansion. Then, at our monthly advisory board meeting, we were told we no longer existed as a PO club. We had been consolidated with the EM club into an Enlisted Mess (Open). What we had accumulated in our club account was absorbed into the indebted account of the EM club. Our club station wagon was also taken.*

A. We later found out what happened. Our recreational services officer decided, since the EM club (which is about three times the size of the PO club) couldn't make it on its own, to request authorization from the Bureau for consolidation. The request was approved. What can we expect in the future?

A landing signalman gives the thumbs-up signal to a helicopter pilot on the fantail of a destroyer.



A. Separate Petty Officers' Messes (Open) for personnel in pay grades E-4 to E-6 and Enlisted Messes (Open) for those in pay grades E-1 to E-4 are in operation at naval installations when there are sufficient patrons to enable two separate messes to operate profitably. At other installations the number of patrons cannot support two separate messes and they are consolidated into an Enlisted Mess (Open) serving personnel in pay grades E-1 through E-6 and, in some instances, E-8s and E-9s too.

The goal of consolidation is to provide the maximum service possible through better use of existing facilities and experienced personnel. Consolidation results in a single fiscal entity that accomplishes all purchasing, accounting, receiving and personnel administration which eliminates duplication of those functions in two separate messes.

Q. In what year did the Navy stop sending recruits directly to active duty on a ship and start sending them to training ships and then to boot camp?

A. There is no precise cutoff date, but after 1826, the Navy stationed receiving ships in major ports where men reported before going onboard their assigned duty ship. The time a man remained in the receiving ship varied, but instruction was given while he was awaiting transfer.

A training station was founded ashore at Newport, R. I., in 1881 and another at Mare Island, Calif., in 1896. Training squadrons afloat were disbanded in 1905. This led to greater concentration of training ashore.

Do you have any more questions? Send them to ALL HANDS, at the address listed on page 64.

Under the blistering tropical sun, men of Air Wing 14 hurry about their job during the launching of aircraft. Air Wing 14 is embarked aboard USS Enterprise (CVAN-65).



TAFFRAIL TALK

Guam buried a time capsule. Ships and stations held commemorative cake-cutting ceremonies. Parades and reviews were held all over the world—all marking the Navy's 200th Birthday.

Just a few days before the birthday, 12 tired but happy hospital corpsmen and one apprentice dentalman from Camp Lejeune, N. C., jogged into the nation's capital and headed for the Bureau of Medicine and Surgery. There, they delivered their own birthday greeting to BuMed.

The 13 were veterans of a two-day marathon covering the 300-plus miles from Lejeune to Washington, D. C.

Along the way—before they even got out of North Carolina on 3 October—the corpsmen came across a stranded woman motorist. Gentlemen to the core, they stopped and repaired the car's broken fan belt and saw the woman and her two sons on their way—well, almost. The car only got a mile down the road when it burst into flames (seems it also had a gas leak). The Navy runners sprinted to the car, rescued the occupants and then extinguished the flames. Luckily there were no injuries and, therefore, no need for their professional skills.

The next time they gave "aid"—along North Carolina's Highway 13—was to a young member of the opposite sex, struggling to cut the grass in front of her home. The young woman took the rest of the day off; two members of the marathon team set about cutting the grass for her. Would you believe they were on their rest period?

Two stops were made along the way by the runners from Lejeune's 2nd Dental Company and the Naval Regional Medical Center there. They delivered plaques and greetings to the Regional Medical Center at Portsmouth, Va., and to the Naval Weapons Center at Yorktown.

It seems more runners wanted to enter the marathon but only 13 were able to meet the physical qualifications. Far from considering the number 13 as unlucky, the Lejeune hospital corpsmen and their lone dental assistant looked at it as apropos. Wasn't 13 the number of the original colonies?

★ ★ ★

According to a report from London, a change in naval uniform design does away with the traditional "bell-bottom" trousers and black "silk kerchief" of British sailors.

The new uniform will include creased trousers that flare from the knee. No mention was made as to whether or not a necktie will replace the black kerchief, which was mistakenly believed by some historians to have been adapted by early 19th century British sailors as a mourning symbol for Lord Nelson. Actually, it goes back to the days of early navies when it was a custom of all seagoing men to wear their hair in a braided pigtail. Since the grease would come off on their collars the men wore bandanas of all sorts, hues and colors, including black.

The change in the British navy uniform quickly follows the style change of the U. S. Navy, which switched from traditional blues to coat and tie last July.

The All Hands Staff

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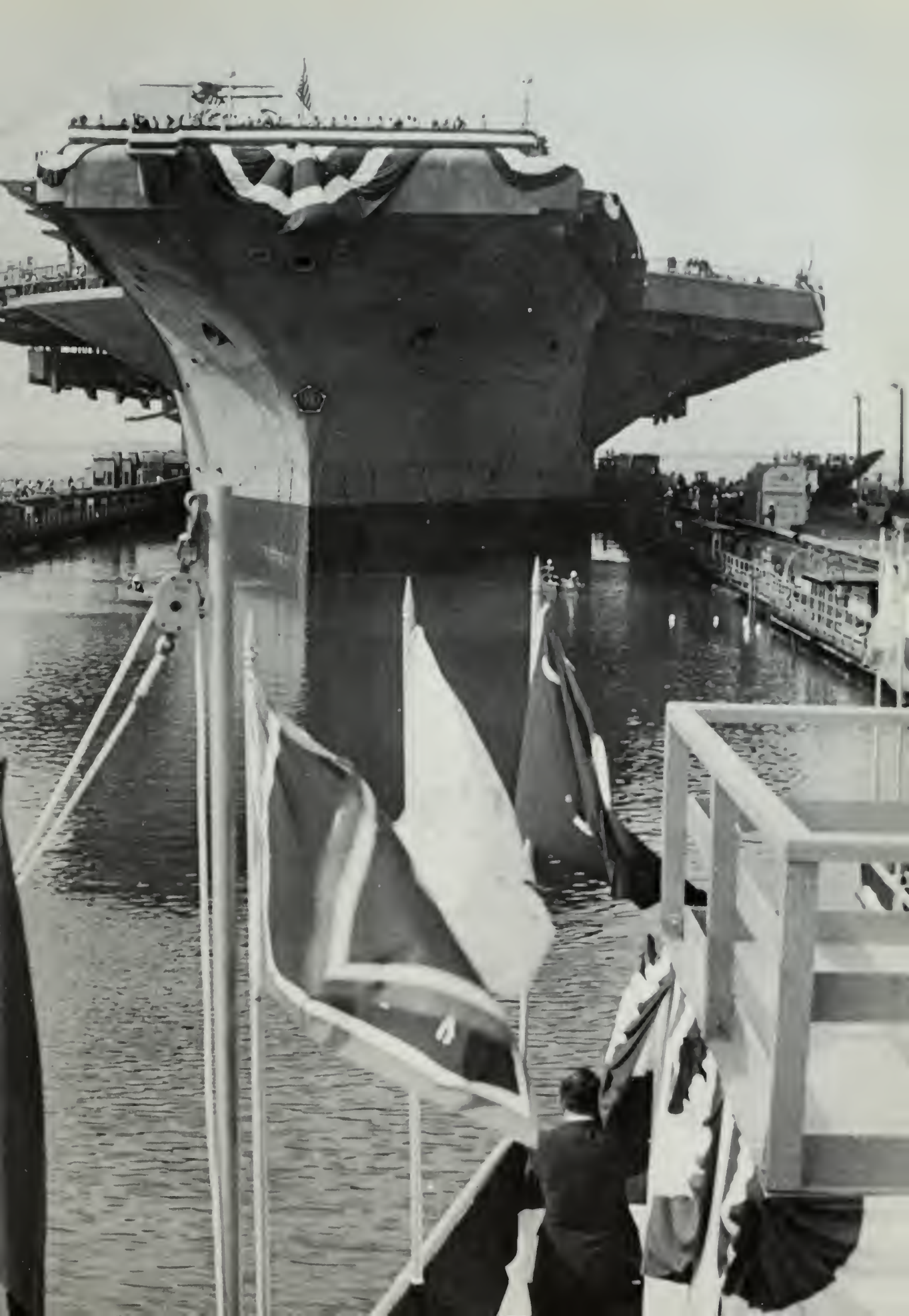
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Right: The nuclear powered aircraft carrier Dwight D. Eisenhower (CVN 69) moves away from the drydock following her launching at Newport News, Va. Photo by PH 2 Dennis G. Keske, USN.





IN CELEBRATION OF
OUR NATION'S
BICENTENNIAL...
NAVY SHIPS FLY THE
ORIGINAL NAVY JACK

ALL HANDS



in this issue

ROLE IN REOPENING THE SUEZ CANAL

FEBRUARY 1976

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ALL HANDS

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At left: Guided missile frigate—this is an artist's conception of Oliver Hazard Perry (FFG 7), tentatively scheduled to be launched in mid-1976.

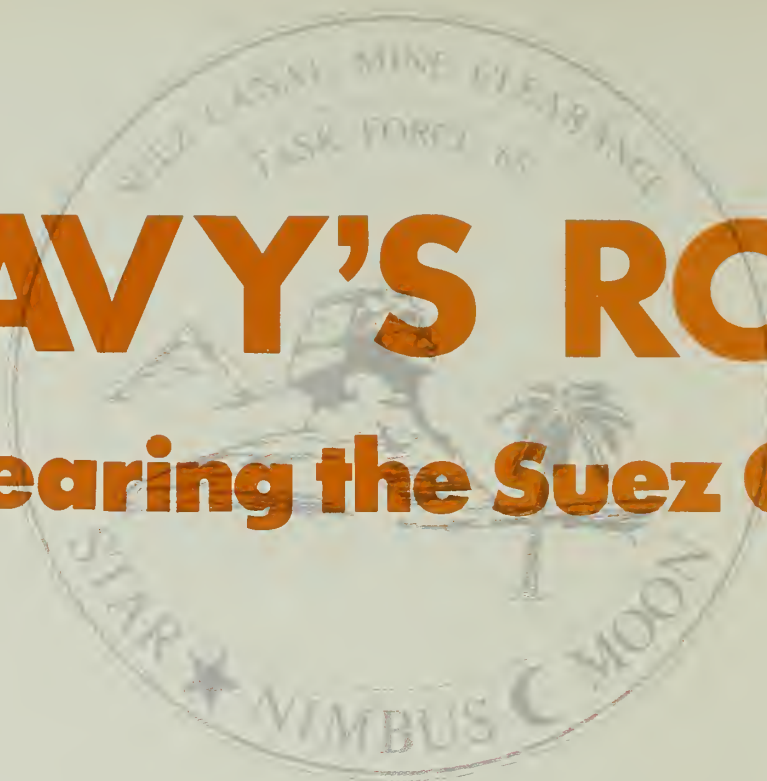
FRONT COVER: SWEEPING THE SUEZ CANAL—An HM12-RH53D helicopter of the U. S. Navy is seen lifting the MK 105 magnetic minesweeping sled out of the waters of the canal. For a report on the operation, see the article beginning on page 2.

BACK COVER: Honoring the nation's bicentennial and the birthdays this month of George Washington and Abraham Lincoln, members of Light Photographic Squadron 206 flew over Mount Rushmore in South Dakota to take this dramatic photo showing the massive sculpture created by Gutzon Borglum.



NAVY'S ROLE

In Clearing the Suez Canal



Most people in America today, and the rest of the world for that matter, tend to think of a military unit as an instrument of war. They forget the diplomatic clout that a nation's military services can provide when used as coordinated manpower working toward a common, peaceful goal—an effort of construction rather than destruction.

Whether that construction is the building of a concrete bridge or, more nebulously, a diplomatic one, the effect can still be the same—a reordering of the course of international events.

This was the case during most of 1974, and on into 1975, with U. S. military forces assigned to clear the Suez Canal. They arrived, along with military and civilian technicians from Great Britain and France, to tackle a formidable task in an electric situation. The waterway, which had provided passage for a substantial portion of the seaborne commerce of the world, had been closed since the summer of 1967.

At first sight, the job ahead seemed enormous. The canal and its surrounding areas were littered with the wreckage of war: crumbled buildings, sunken ships, unexploded ordnance and shattered landscape.

Following the rapid formation of a contingency U.S. Navy unit, Task Force 65, the men and equipment necessary for the job began making their way by air and sea to the ancient and historic "land of the Pharaohs."

Into Cyprus moved the big Navy RH-53D *Sea Stallion* minesweeping helicopters which did the initial magnetic minesweeping of the canal and its approaches.

The preliminary minesweeping check was necessary to ensure that future diving and salvage operations could be conducted without hazarding lives.

Giant U. S. Air Force C-5A *Galaxy* aircraft and other smaller air transports began depositing their cargoes of hardware and talent on both the rocky shores of Cyprus and the desert sands of Egypt.

While the helicopters were being regrouped in Cyprus after their C-5 flight to the eastern Mediterranean, other Americans arrived. They provided the minesweeping equipment for the helos, as well as communications, medical, explosive ordnance disposal, logistics and public affairs support.

Headquartered in the mid-canal town of Ismailia the Americans began setting up shop, and injecting their own form of organization into life on the canal.

They were crowded, but not too uncomfortable, two, three or four to a room. Each man's life away from his work revolved around his single bunk and a thin, metal clothing cabinet. Spartan by American standards, the living conditions were accepted by the U. S. personnel as an example of working in a new environment and as one more challenge.

There were other challenges, such as fighting battles with swarms of persistent flies, and suffering periodic bouts with an infamous intestinal upset known collo-



Left: Helicopter Combat Support Squadron Six helicopters practiced their normal role by flying supplies from Ismailia to the LST flagships on Lake Timsah. Right: An RH-53D *Sea Stallion* helicopter tows a magnetic minesweeping sled on the Suez Canal.

quially as "The Pharaohs' Revenge." The Suez experience was to be the acid test of the will to succeed in their mission.

They worked seven days a week, making maximum use of daylight hours. Along the canal, the Americans encountered rubble, dust and devastation.

They also encountered a culture entirely new to most of them. Hollywood stereotyped images began to dissolve. The people of Egypt were not all robed, wandering nomads. Neither were they the business suit set.

They were, rather, a melding of the two, with all variations in between. Some wore turbans. Many wore combinations of baggy trousers and loose-fitting shirts. Ever present were the soldiers in tan field uniforms.

An early concern of the Americans was how they would be accepted. The Egyptians turned out to be extremely receptive. Hospitality toward strangers was found to be a native trait, and friendly smiles and waves were the standard greeting.

So, with their worries about reception out of the way, attention was turned to the big problem—the canal itself.

Stretching some 101 miles north to south, forming the western edge of the Sinai Peninsula, the canal had been for nearly 105 years an economic, life-supporting artery for the nation and a boon to commerce between East and West. Even during the days of colonial rule, the Suez Canal was Egypt's primary commodity for foreign exchange. A transit through the canal saved Far

East- and Europe-bound ships weeks of steaming time.

The loss of the canal's navigability in 1967 deprived the Egyptians of over a quarter-billion dollars a year in foreign revenue.

One of the first steps to reopen the canal was taken on 22 Apr 1974, when a Navy RH-53D helicopter took off from the amphibious assault ship *USS Iwo Jima* (LPH 2), which was anchored off the northern end of the canal, picked up a Mark-105 magnetic minesweeping sled from the U. S. support people ashore, and began sweeping the approaches to Port Said harbor. For the next six weeks, Navy helicopters gradually worked their way down the canal, pulling the sleds through each area of the canal waters a number of times, to ensure the absence of any live magnetic ordnance.

When this first phase of the operations, known as NIMBUS STAR, was finished on 3 June, *Sea Stallions* from Helicopter Mine Countermeasures Squadron 12 at Norfolk, and their minesweeping support people from the Mobile Mine Countermeasures Command at Charlestown, had swept a total of 7600 linear miles in about 500 hours of on-station time. Area swept: about 120 square miles. Elapsed time: 43 days.

Below: Barnstable County (LST 1197) in Suez Canal. Facing page left top: LT Busseno, an advisor, talks with Egyptian divers. Right: Divers conduct ordnance search. Bottom: Unexploded ordnance is detonated. Extreme right top: U.S. Navy EOD advisor watches Egyptian UDTs prepare for an operation. Extreme right: BM1 Putz explains antipersonnel mine.





During the helicopter operations, dozens of other U. S. personnel, both Army and Navy, were gearing up their efforts. While the initial "insurance" sweep by the helicopters was purely an American operation, the ordnance clearing work, both on land and in the water, was to be strictly an advisory effort for the U. S. military men.

Nearly 1700 Egyptian Army engineers received training by U. S. Army Explosive Ordnance Disposal (EOD) and engineering people in the tools and techniques of American land mine clearance.

The Egyptian Army's job was to sweep along the banks of the canal's entire length, out to a distance of 250 meters. They were to find and disarm or destroy any land mines, or other unexploded ordnance left from previous wars.

When the Egyptians had completed their search in July 1974, they announced that they had found an incredible total of 686,000 land mines, both antitank and antipersonnel, in the area. They also reported finding 13,500 other pieces of unexploded ordnance.

The U. S. Army land ordnance clearing advisory effort was known as Operation NIMBUS MOON (Land).



At the same time the land operation was concluding, the more tedious, but no less difficult, water clearance operation called NIMBUS MOON (Water) was underway. It continued to run full tilt until the end of the year and, at a much reduced rate, on into 1975.

In MOON WATER, U. S. Navy EOD divers were to provide both diving and explosives training to Egyptian Navymen. While the Americans were prohibited from actual ordnance operations, they accompanied the Egyptians in the diving boats, serving as on-scene advisors.

The canal was searched from bank to bank by an American sonar installed in a Suez Canal Authority pilot boat. Linked with a precise radio navigation system, the sonar made highly accurate charts of the canal bottom. These charts were given to the diving advisors, who directed the Egyptians in systematic investigations of likely ordnance contacts.

The ordnance that was discovered, ranging from hand grenades to 2000-pound bombs, was usually destroyed in place with explosive charges. Non-ordnance items, from oil drums to armored tanks, were marked for later removal by Egyptian police divers. Because the canal was slated for future dredging, every piece of refuse of any substantial size had to be removed.

The American-Egyptian team completed one full sweep of the canal bottom in late November 1974. Meanwhile, British and French EOD divers were conducting their own searches. Through double-sweeping and, at times, triple-sweeping various areas, more

complete coverage could be obtained. Inevitably, each group found items missed by previous divers.

The Royal Navy used three minehunting ships, with their high-resolution sonar equipment, and an independent diving group known as the Fleet Clearance Diving Team. The French Navy used both minehunting ships in an active role and minesweepers (identical to U. S. *Bluebird*-class MSCs) as support ships.

When all the search operations covered by NIMBUS MOON (Water) were finished in December 1974, the amount of ordnance discovered, while not as great as the land total, was impressive, considering the difficulty and hazard of diving through murky water to find it.

The listings below show the types of ordnance and non-ordnance items found in the canal by the time Operation NIMBUS MOON (Water) was officially completed in December.

- Approximately 7500 unexploded ordnance items were found within the canal proper. They included about 375 rockets, 450 antitank mines, 600 projectiles, 825 mortars, 825 antipersonnel mines, a small number of bombs and over 1100 bomblets, plus miscellaneous items such as grenades, scare charges, demolition charges, and unit lots of small ammunition.

- More than 1000 unexploded ordnance items were found in harbors, basins and anchorages outside of the canal. They consisted of a large number of miscellaneous items and, in smaller numbers, antitank mines, antipersonnel mines, rockets, mortars, projectiles (75mm) and bomblets.

• Approximately 700 major non-ordnance items were located. Of this number, 392 were found within the canal proper (as of November 1974). Another 296 were located outside the canal in harbor basins and anchorages. They consisted of 118 pontoon bridge sections, 102 boats and barges, plus trucks, amphibious vehicles, tanks, navigation aids, large anchors, aircraft wreckage, and oil drums.

The most interesting item found in the canal during the ordnance searches was a 200-pound German, air-dropped mine of World War II vintage. It was thought to be a dud; however, when "The Bomb," as it became known, was finally countercharged, or exploded, in the Great Bitter Lake, the column of water was reported

to have reached 300 feet in the air.

As there was never any way to determine the exact amount of ordnance that might be in the canal, no claim of 100 per cent clearance could be made.

When the major portion of the American forces left the canal in December 1974, the Egyptians wanted to continue their own searches. These extra checks would decrease somewhat the likelihood of an accident during future dredging. Therefore, a modified U. S. presence was maintained in the Suez Canal with, at first, the salvage ship *USS Escape* (ARS 6), and later *USS Opportunity* (ARS 41). They supported a small contingent of U. S. diving advisors during Egyptian operations through July 1975.

In addition to the ordnance items which had closed the Suez Canal to navigation since 1967, there were several large sunken objects in the canal.

During the 1967 Mid-East War, the Egyptians had "spiked" the Suez Canal, scuttling 10 large ships,

Left: U. S. Navy heavy lift craft (YELCs) *Critley* (left) and *Crandall* work on wreck of a concrete calisson. Below: The German heavy-lift shear-leg cranes *Thor* (left) and *Roland* at work on wreck of an Egyptian passenger ship in the canal.





dredges and other vessels at strategic locations. Under Operation NIMROD SPAR, the United States removed the wrecks to enable the Egyptians to reopen the Suez.

The job was done by a salvage company under contract to the Navy's Supervisor of Salvage.

Using the two Navy Heavy Lift Craft, *Crilley* (YHLC 1) and *Crandall* (YHLC 2), manned by civilian crews, and two German floating cranes, *Thor* and *Roland*, from Hamburg, Germany, the salvage experts systematically removed each of the wrecks.

Two methods were used in this large and tortuously slow operation. With the YHLCs, complete wrecks, or large portions of them, were lifted from the canal bottom and deposited in an out-of-the-way location in the Great Bitter Lake. For the floating cranes, the wrecks were cut into large chunks, weighing up to 1000 tons each. Working individually, or as a team, the cranes either lifted sections of wreckage onto the canal bank, or moved them to out-of-the-way water areas.

Operation NIMROD SPAR and NIMBUS MOON (Water) ended in December 1974.

In addition to USS *Iwo Jima*, *Escape* and *Opportune*, three other Navy ships participated directly in the canal clearance. USS *Inchon* (LPH 12) relieved *Iwo Jima* in mid-May 1974 as support ship for the helicopter mine-sweeping operations. USS *Barnstable County* (LST 1197) and USS *Boulder* (LST 1190) served as Task Force 65 flagships at different times.



Another major support unit for the people ashore was a special two-helicopter detachment of CH-46s from Helicopter Combat Support Squadron Six at Norfolk. They served in a medevac standby and logistics support role. Although lacking the maintenance facilities normally provided a deploying CH-46 detachment, HC-6, Det 9, managed to have at least one of its aircraft flying every day, and never missed a commitment.

When the NIMBUS/NIMROD operations were over, and the hundreds of Americans involved reached home, they probably all had the same hope in mind: Would it help to bring a lasting peace in the Mid-East?

They had faced extreme hardships of environment and health for extended periods of time. Living conditions which were arduous had become, at least temporarily, accepted. A tremendous amount of personal sacrifice and effort had gone into all phases of the operations, trying to make everything work right despite the difficulties.

The men of Task Force 65 participated in a large and possibly risky diplomatic effort.

—LT David L. Dillon, USN.

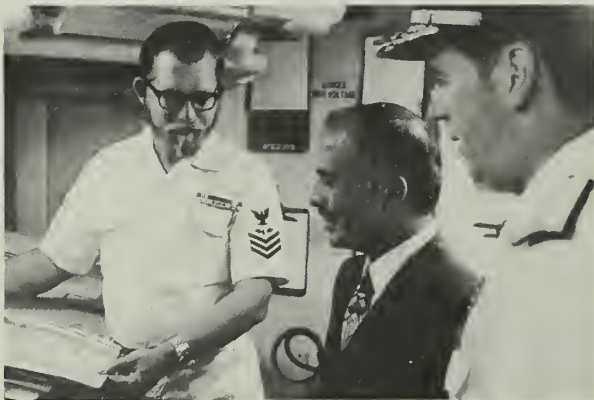
Facing page top: The French Navy minesweeper *Gardenia*, one of six French ships involved in Operation Nimbus Moon. Bottom: USS *Escape* (ARS 6) at anchor on Lake Timsah. Right: HMS *Bossington*, one of the British Royal Navy minehunter ships involved in Operation Nimbus Moon. Below: USS *Inchon* (LPH 12) alongside the main passenger pier in Alexandria, Egypt.



La Salle Sails



Above: The La Salle color guard renders honors to Sudanese naval officers during visit to Port Sudan. Left: AG1 D. Taber displays weather satellite information to King Hussein and RADM Bigley. Below left: MS1 C. Hughes serves dinner in Hodeida, Yemen, aboard La Salle. Below: HM2 L. Vaughn explains medical and dental equipment to scouts, escorted by ET2 D. Wyckoff. Above right: Major General Hiraythan, Royal Jordanian Army, inspects a member of the color guard. ENS J. Kendrick escorts the major general. Lunch is served to Jordanian cub scouts. Below right: The Jordanian Combined Armed Forces Band.



the Red Sea

The roving ambassadors of the Middle East Force recently completed a three-nation goodwill deployment aboard the Force's flagship USS *La Salle* (AGF 3), visiting the Yemen Arab Republic, Jordan and the Sudan.

While at Aqaba in Jordan, King Hussein was welcomed aboard *La Salle* by Commander Middle East Force, Rear Admiral Thomas J. Bigley, and his staff. This was the first time the king had visited a U. S. Navy ship in Jordan in more than a decade.

During their stay at Aqaba, Navymen took tours to ancient Petra, a city carved out of rock by the Nabatean Arabs and Romans. They also saw Jerash, one of the best preserved and restored Greco-Roman provincial cities in the world. The tour to Jerash included an overnight stay in Amman, Jordan's capital.

Visiting Hodieda in Yemen, members of the staff and ship's company were invited to the capital at San'a as guests of the American community there. The visit included tours of the city and there was ample opportunity to purchase antiques and souvenirs.

Port Sudan offered a look at a major African port while tours to the nearby fortress city of Saukin were arranged. At Port Sudan, sporting events were held with teams from the Sudanese Navy.

La Salle and the Middle East Force operate out of Manama, Bahrain, an island nation 17 miles off the coast of Saudi Arabia. The force, one of the smallest major U. S. Navy sea commands, operates in an area covering six million square miles of international waters, bounded by 29 countries and containing numerous small islands. A major mission of the Middle East force is to promote goodwill, understanding and mutual respect between the United States and the people of the Middle East.

As ambassadors of the U. S., the Middle East Force Navymen have the opportunity to observe other traditions. Equally important, host nationals have the chance to meet American sailors and observe members of a Western culture.

Port visits normally include general visiting aboard ship, athletic competitions, and receptions and dinners for host government officials, members of local business groups and others from the professional community. Where appropriate, Project Handclasp material is distributed and Navymen assist in Civic Action programs. The force, naturally, is on call to give immediate aid in event of a disaster.

Commander Middle East Force normally has under his command a flagship with a helo detachment, two deployed ships of the Atlantic Fleet, and a C-130 aircraft assigned as the command's link with inland capitals and other cities.

—Story by JO1 J. Lambert
—Photos by PH2 N. Crews



NAVY FIREFIGHTERS

Train at NTC San Diego

“Fire!”

The cry produces a stab of fear in most hearts, no matter how remote the danger may be. On board a ship at sea, fire means danger in the most frightening sense of the word—there is no place to escape. All sailors must be trained to act instinctively, immediately and rationally in combating a shipboard fire.

“Every Navyman is a firefighter,” says Senior Chief Boilermaker Robert Abrigo, course coordinator for the recruit phase of San Diego’s Fleet Training Center Firefighting School. Before going to sea for the first time, and during their fourth year of service, sailors are trained in all phases of firefighting at the Naval Station-based school.

Recruits at San Diego’s Naval Training Center undergo two half-day sessions of introductory firefighting at the damage control center aboard NTC before attending the half-day course at the naval station. In the classroom they watch several movies, one of them depicting three major ship disasters involving fires.

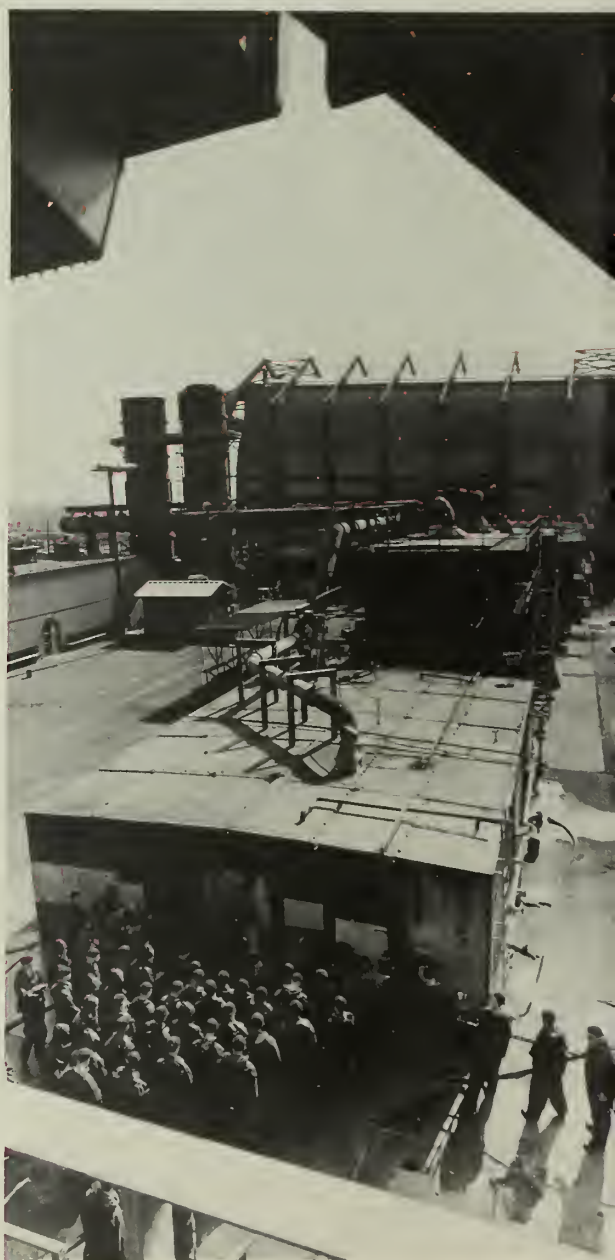
In this movie, called by an instructor a “motivation film,” the tragic fires of the aircraft carriers *Enterprise*, *Forrestal* and *Oriskany* are shown—tragic because in addition to hundreds of millions of dollars’ damage to the ships and equipment, 212 lives were lost and hundreds of men were injured.

Abrigo recalled a fire which broke out on the flight deck of an aircraft carrier he was on, off the coast of Vietnam. “I don’t know if we were just an especially good crew or what,” he said, “but we had that fire out within 45 seconds.” The aim of the firefighting course is to prepare sailors for that kind of action.

The classroom sessions serve to familiarize recruits with firefighting equipment. Different types and sizes of nozzles are described and their use demonstrated. “It’s a sort of show and tell,” says Machinist’s Mate 1st Class John F. Plocar, one of four instructors of NTC’s firefighting course.

The last 45 minutes of the course are spent outside, where the recruits are given practical experience in handling the hoses and other equipment. There is a “wild hose” demonstration, in which the water is turned on while the end of the hose is out of control, and recruits are allowed to feel what a hose with about 45 pounds of pressure is like (in a real fire aboard ship the pressure would be apt to be about 125 pounds).

After their final NTC session, the recruits participate



in a morning of intensive practical firefighting training at FTC.

The course begins in the "astrodome," a huge dome-covered structure used to simulate fires on ships. Inside the cavernous building, the students are taught the different classes of fires, safety precautions used in a fire, proper hose handling, and the various types of equipment used to fight a fire.

Following a complete rundown and demonstration of the equipment, the students each get a chance to use the equipment on small oil fires, called class 'B' fires. The astrodome is ventilated to rid the building of smoke almost immediately, as the instructor holds a lighted torch to a trough of fuel and WHOOSH! Each student, in his turn, must act quickly and accurately to extinguish the flames.

A much larger Bravo fire is then set so that students can learn how to use a high pressure hose which expels a chemical foam to smother the fire. Each student gets a chance to hold the nozzle of the hose while this large fire is being extinguished.

The recruits then leave the astrodome to learn the proper procedure for fighting alpha fires (wood or paper



Left: Recruits prepare to enter Class Alpha fire structure where realistic training will soon begin. Top: HT1 Charles Van Fleet points out to a recruit company how to approach and put out an oil fire. Above: Inside the "astrodome" the instructor takes a group of Navymen on a tour showing the proper procedures for fighting a Class "Bravo" (oil) fire with chemical foam.

fires) in a small, watertight compartment. Firefighting teams of 16 to 20 trainees are formed, and they must open the watertight door, enter the compartment and extinguish the fire.

All recruits, even those not on the specially formed teams, are required to walk through the smoke-filled compartment for their first smoke indoctrination. No masks are used, so that the trainees experience the feeling of a true emergency situation.

Next comes the main event of the course—the boiler room fire. According to Abrigo, "This exercise poses the biggest challenge of the day for the trainees."

After a thorough demonstration, teams of recruits, clutching the long hose and crouching low, enter the



metal structure which is fashioned after a ship's machinery room. An oil fire is raging in one corner of the room, but the thick black smoke obstructs vision entirely.

Trainees are warned to breathe only through the nose, as a lungful of smoke through the mouth could cause a blackout. All metal jewelry has been removed before the recruits enter the fire room, as the heat intensity could cause metal to burn the skin.

Faces smudged with soot and eyes streaming, the trainees crouch before the fire, holding the fully charged hose. They take turns moving to the front of the line and aiming the nozzle.

When the fire is completely out, the signal is given to exit the compartment. Still grasping the hose, the recruits slowly back out the door. "Never turn your back on a fire, even if you think it's out," their instructor has warned them. To the last man, their eyes are directed toward the fire area.

Senior Chief Hull Maintenance Technician George Adkins, course coordinator for the fleet phase of the firefighting school, explains one of the primary aims of the exercise. "Everyone reacts to a fire with fear. The most important thing we can teach these men is not



to be afraid of a fire. They must be aware that they can control it."

The recruit training phase makes up one-third of the school's coursework. A surface shipboard course and an aviation shipboard course are also included. According to Lieutenant (jg) Gene Fike, director of the firefighting systems department at the Fleet Training Center, about 30,000 recruits, 5000 surface shipboard students and 3000 aviation shipboard students go through the school each year.

Each month, two four-day courses and four two-day refresher courses are offered by the school. The sailor going to sea for the first time may take either course, depending on the convenience of his command; the

sailor returning every four years will usually take the two-day refresher course.

Students from as far away as Seattle come here for the aviation shipboard training as San Diego has the only covered flight deck—the astrodome—on the West Coast at this time,” said Fike.

The firefighting school has 39 instructors, all of whom have been through Instructor Training School as well as a firefighting course—at the Fleet Training Center—which usually takes about three months. Second class petty officers and above in any rating are eligible to be trained as instructors, Fike explained.

“Firefighting is an all-hands evolution,” he added. “We have hospital corpsmen, machinist’s mates, enginemen, boiler repairmen and others on our staff.”

A lot of time and effort go into training Navymen to fight fires. Firefighting trainees must undergo rigorous exercises before they are considered prepared to handle ship fires. But if only one tragedy like the *Enterprise*, *Forrestal* or *Oriskany* fires can be avoided, the energy is well spent.

—By L. Beach

Facing page top: The hose team moves in as smoke billows from a compartment. Far left: HT1 Van Fleet directs recruits about to combat a boiler room fire. Left: Students must wait until the room fills with smoke before fighting the blaze. Below: BRCS Abrigo, course coordinator, stands at boiler room door. Right: Firefighting is a serious business; HTC Shaw cautions a man who did not use the hose correctly. “You could have killed someone in there,” he said. Below right: The firefighter’s weapon—hose and nozzle.



SHOCK TEST

The waters abeam the amphibious command and control ship USS *Blue Ridge* (LCC 19) recently erupted in a spectacular explosion of white foam; but no injury was intended and no harm was done. In a test, appropriately dubbed "Shock Test," three separate charges of high explosives of varying degrees of intensity and distance were detonated near the Pacific Fleet ship.

Blue Ridge, first ship of her class, was selected to undergo the test, conducted near San Clemente Island, Calif., by the Naval Ship Engineering Center of Hyattsville, Md. The test was designed to verify the adequacy of the ship's design specifications with regard to shock resistance. Shock Test also evaluated other measures employed to provide the Navy with shock-resistant ships.

Civilian specialists from Hyattsville and San Diego-based explosive ordnance disposal (EOD) personnel worked hand in hand with *Blue Ridge* crewman in positioning, monitoring and evaluating the explosions and their effects.

As was expected, there was a certain degree of calculated damage, and the information gathered on structural and equipment damage is now being analyzed for use in future ship construction.

Such tests are considered to be a valuable means toward building a stronger and more effective fleet.

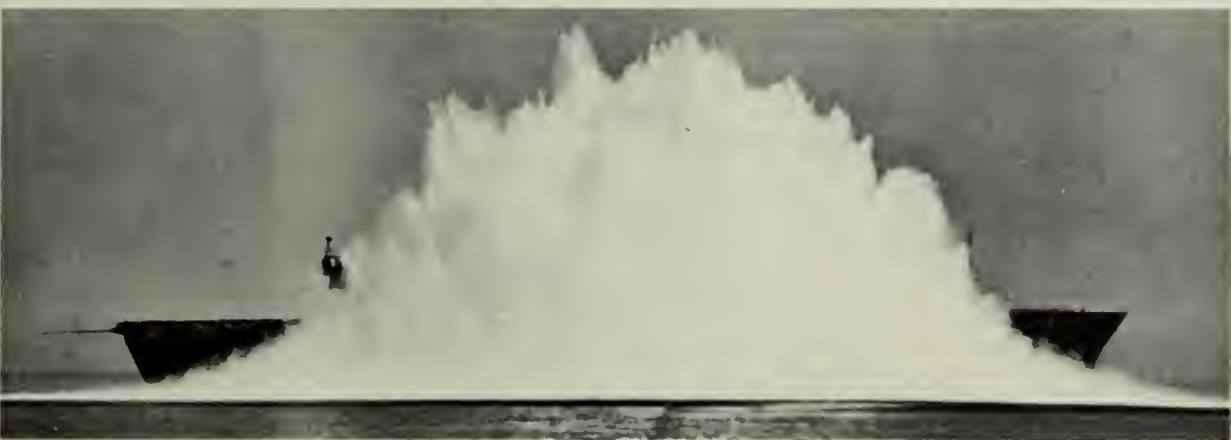
—Story by JO1 Rick Miller and PH2 Scott Spangler

—Photos by JO1 Miller and PH2 Spangler

Facing page: The severity of the shock test is illustrated when high explosives are detonated near the amphibious command and control ship USS *Blue Ridge* (LCC 19).

Below: A landing craft positions the flag-marked high explosive container as precisely as possible to monitor correctly the detonation and its effects.





OVERSEASMAN

a la DAVE

Your squadron is about to go overseas and the crew is scheduled to attend a briefing on what to do and what not to do while deployed. Off you trudge to sit through what you expect to be a half-hour of sheer boredom.

As you enter the auditorium, you think you've stumbled into a thieves' market. Two tables are heaped with piles of bottles, brass pots, exotic musical instruments, boxes of food, clothing and various other—mostly unidentifiable—paraphernalia.

From somewhere under this mess a record player blasts out German beer-drinking music. On a clothesline strung across the room hang more strange objects: wooden kitchen utensils, an umbrella, language booklets, a green tie, and signs telling you to "Make Music," and "Ask." At stage rear, a blackboard is covered with words from at least a dozen languages; the walls are decorated with foreign flags and international traffic signs.

Running madly about this apparent disaster area, pulling more unlikely items from tattered boxes, is a man wearing Bavarian "lederhosen" (short leather pants with suspenders) and knee socks. His close-cropped, graying hair is mussed beyond combing, and his walrus mustache jumps wildly as he keeps up a steady stream of chatter with those already arrived.

This, believe it or not, is the briefing.

"Hi, my name is Dave Rosenberg," Lederhosen greets you. "What's yours?" As you reply, Dave thrusts something into your hand. "That's Greek chewing gum," he announces. "Try it; you might like it." With that, he's off, pulling still more props from boxes.

The auditorium is full now, with a couple of hundred destroyermen sitting and wondering what this seemingly crazy man is going to do. BANG! A blank shot fired into the air quiets them.

"Get out and meet people!" Dave shouts. "Don't sit on board ship and cry that you don't know the language or how to get around in that strange land. How will you ever learn if you don't go over and find out? Get off the ship and have fun!"

This is the Dave Rosenberg Overseasmanship Briefing. Actually, it's more performance than lecture. It's a combination of Barnum & Bailey and BuPers Instruction designed to tell Navy men and women and dependents what they need to know to survive and enjoy themselves overseas. It's three or four hilarious

hours of cultural believe-it-or-nots which give you the sights, sounds, customs and even the tastes and smells of foreign lands.

Dave's credentials are well established. He works with many ethnic groups at home in Washington, D. C., "the big bank of culture," as he calls the city. Since 1947 he has been Director of the National Capital Folk Festival of All Nations, and is also on the Board of Advisors of the National Folk Festival Association and the Smithsonian Institution Folklife Festival.

Dave has been Cultural Programs Chairman for the President's Christmas Pageant of Peace since 1954, was a consultant to the Cultural Programs Committee for the 1964-65 New York World's Fair and is Director of Arts for the District of Columbia.

Unconventional as it is, the program is based on a simple premise: American servicemen are looking for the unfamiliar pleasures and enjoyment offered by the countries they visit. The friendships and companionships are there.

"Over the years I've found that the guys don't know the what, where and how of overseas travel," said Dave. "Most people want to be good ambassadors when they visit a foreign land. They just need to know what is the right thing to do."

As a young man growing up in the Boston area Dave played in small orchestras at parties and weddings for Swedes, Jews, Italians, Greeks, Poles and other ethnic groups. There he learned the music, dances, foods and languages of various peoples. This, combined with years of travel, a love of other lands, a natural curiosity and an overwhelming optimism, has taught him the ways of others.

"I tell the sailors things I wish someone had told me before I went overseas," he explained, "things to help them get along in a foreign culture. Some of the stuff in my lecture is nice to know, but some of it they damn well better know. For example, many don't know that the head in some countries is marked 'WC' (water closet) or 'Room 00'."

A former Navyman who served during World War II, Dave became art director of ALL HANDS Magazine following his discharge in 1945. An ambitious individual, he also wrote the Navy Hobbyscraft book series, the Navy Editor's Manual, and a Navy song book.

In 1960, while on assignment for ALL HANDS, he went to Norway in the cruiser USS Northampton. For

SHIP ROSENBERG

the fun of it, he brought along his collection of foreign "what's-its" and put on an impromptu overseasman-ship show for the crew—his first. He also organized *Northampton* sailors and marines into musical and dance groups which entertained their Norwegian hosts.

"I took a survey of the crew," he said, "and found six Blacks who could sing just like the Mills Brothers, six Marines who could do Irish jigs and reels, 16 Filipinos who could dance tinkling, a Samoan knife dancer and three full-blooded American Indians who could perform tribal dances."

The shows were such a hit with the crew and Norwegians that Dave continued giving them wherever he could, using his own time and money.

Left: With a Filipino hat in one hand and a North American Indian bonnet in the other, Dave Rosenberg tries to acquaint his audience with customs and costumes from around the world.



OVERSEASMANSHIP

Word got around and he soon found himself working for BuPers Training Division giving his lectures full time. Dave is now Director of the BuPers Area Orientation Section of the Intercultural Relations Program.

Along with his vast knowledge of foreign ways, Dave's jack-of-all-trades talent helps make his shows successful. He's an excellent professional photographer, a woodcarver, artist, musician, skier, puppeteer, scuba diver, magician and historian of folk legends, costumes, music and dances. He does them all with great enthusiasm and many consider him to be one of the leading experts on folk dancing. He is also familiar with useful terms in some 20 languages.

"I got involved in most of these things as part of my lectures," he said. "I learned magic, for example, because I wanted to show the fellows going overseas how to avoid being taken by sleight-of-hand, ripoff artists who hang around many of the places sailors visit."

He uses all of his talents in the show to get his points across. His slides show the people and places he talks

about, including a complete presentation on foreign restroom fixtures and their proper use. Several changes of native costumes show what the people look like. Puppets get important information across in a fun way. Music and dancing give a preview of the joys of getting involved.

The show is in full swing now. "Try these!" Dave shouts as he flings handfuls of German and Italian candy to the audience. "Don't be afraid to try their food. It's good. Believe me, it's good," he says as he pats his rotund stomach.

"Here," he hands a jar of French jam to a sailor in the third row, "take it home and try it, the kids will love it."

"The point is, if someone overseas offers you food, don't turn it down, that's rude. Try it, you might like it. And offer some of yours as well."

"You say you don't know much of the language?" he asks, changing suddenly to a new subject. "Try it anyway. They won't care if you make mistakes, they'll love you for making the effort."

"There are certain words and phrases everyone should know in any language," he continues, slapping the blackboard. "They are 'please,' 'delicious,' 'it's beautiful,' 'excuse me,' and 'thank you.'" These are the nicest words in any language.

"If you don't know any of the language, use gestures."

Below: Mr. Rosenberg explains some of the road signs seen overseas.



But be careful," he warns, flashing the victory sign. "This is OK in Britain if the palm faces away from you. But if the palm is turned toward you, it has a very offensive meaning. Gestures mean different things in different countries."

Now Dave quickly breaks into a Swedish folk dance. "Stand up and try it," he encourages his audience. "It's easy. Just stomp your feet, one, two, three. Now clap your hands, one, two, three. That's it, now you've got it," he shouts, as 100 young and old salts laugh along while they try the dance.

Just as quickly as it started, the dance ends. Now Dave is rummaging through the table things. "What's this?" he asks as he holds up a strange wood object. "It's an Italian stick for rolling pizza dough, really. It'd make a nice souvenir for your mother. She might like a red silk pillow with 'Barcelona' embroidered on it in gold, but she'll probably put it away and forget it sooner or later.

"Don't buy the standard souvenir," he tells them, "get something useful, something from the local department store or market that the local people use. An unusual kitchen utensil from Italy, a meerschaum pipe from Turkey, or Japanese Kamishibhi cards which depict folk tales for Japanese children.

"Everytime your mother makes pizza, she'll think of you," he adds. "And besides, it'll make a good conversation piece."

Quickly changing tactics, he asks, "Do you want to meet people overseas? Then find a place with your interests—join a local band or soccer team, visit a hobby club or church group. Mingle with them. They want to know about America. Tell them and they'll tell you about their country. You'll make lifelong friends. And remember, if you smile, they'll smile too.

"Or try looking forlorn with a map," he suggests. "Stand by a local monument studying your map and sooner or later someone will offer to help—usually a girl," he adds.

So it goes. Like a swarm of happy hornets, Dave rushes around the stage throwing goodies out, dancing, shouting, and giving out tips such as how to catch a taxi in Oslo, making a pay call in Tokyo, dressing properly for any occasion in Rio, eating with chopsticks, etc. All the while he keeps a rapid-fire, staccato, nonstop stream of hilarious quips going with the audience.

"I don't stand on a platform and just talk," he said, "I work hard to show the guys cultural taboos so they can stay out of trouble and have fun too."

For his untiring efforts over the past 15 years, Dave has received many important awards and honors. Among them are the Navy's Superior Civilian Service Award; a lifetime honorary membership in the American Association for Health, Physical Education and Recreation; the University of Pennsylvania Award of the Cultural Olympics; and four nominations for the Rockefeller Public Service Award. Most recently, he was presented the Federal Republic of Germany's Distinguished Service Cross, First Class, "... for services in the interest of international understanding."

"I don't expect my audiences to remember everything I say," he said. "It's a bombardment lecture to show that things are different in foreign countries, and that it's fun to get out and experience them.

"A lot of guys think they need a lot of money to have a good time overseas," he added. "That's not true. You don't have to spend a fortune to have fun, but the memories are priceless."

—JO1 Tom Jansing

(Note: It should be pointed out that Mr. Rosenberg spends only a limited amount of time putting on stage shows such as the one described in this article. To reach a larger audience, the majority of his time is now spent on research and producing specific area videotape segments of his repertoire for use by deploying units. Therefore, many requests for stage briefings cannot be honored, but be on the lookout for more information on the videotape segments in the future.)

CULTURAL TIPS BY THE BUSHEL BASKET

What's that? Dave Rosenberg, the Navy's resident authority on cultural differences, can tell you. He has a bushel basketful of tips to help you get along in foreign countries. Here are a few of his hints.

- **Personal relations.** What may be acceptable in one culture may be an intrusion or even unthinkable in another. A pat on the head, for example, is a friendly gesture in our country, but in some Southeast Asian countries it is a religious taboo. In some places, especially in the Middle East, taking close-up pictures of people is strictly forbidden. In other places, photographing of religious ceremonies is not allowed.

Take along some wallet-size photos of yourself. When you make a friend overseas give him, or her, one with your name and address on the back. That way he'll remember you.

- **Dress codes.** In some overseas areas, eccentric clothing and flashy shirts are out of order. Avoid the "tourist" look. Bright orange clothing is not proper to wear in Thailand where that color is reserved for robes worn by Buddhist monks. In Turkey, the fez is not worn. When visiting churches and other religious shrines of any country appropriate dress and behavior are expected. For example, in Japan no smoking is in order either at religious shrines or on the grounds surrounding the shrines.

Another common mistake made overseas is wearing religious items as decoration. In Spain, Greece and Mexico, for example, the people buy a small, silver medallion called an "exvotos" to place on church altars in hope of gaining cures for specific illnesses. Some travelers, either through ignorance or insensitivity, have bought "exvotos" to wear as trinkets.

- **Cultural differences.** Misunderstandings can often be avoided by knowing what to expect while overseas. For instance, in many foreign lands it is common to

CULTURAL TIPS

see men walking along the street holding hands. This is a sign of solid friendship, nothing else. However, if you wear a red shirt in Morocco, you could be regarded as "different."

Common symbols often mean different things in foreign lands. The swastika in Hindu or Buddhist lands is not the Nazi symbol of WW II, but rather a religious sign for the wheel of life.

Never give chrysanthemums as a gift in Italy; there they are associated with funeral pieces.

At the bullfight in Spain you should never cheer the bull, even though you think the animal is the underdog. In most European countries whistling at a sports event or the theater means disfavor. Waving a white handkerchief or your hat is the way to cheer. If you want more, stamp your feet and clap at the same time.

• **Dining etiquette.** The proper way to eat in most European countries is with the fork in the left hand, tines down, and the knife in the right in order to cut. The fork is not switched to the right hand after cutting as in the United States. Knife and fork either parallel or crossed in the center of the plate signifies you are finished eating.

In India and Morocco, eating with the hands is proper, but Moslems eat only with the right hand.

Smoking and drinking are forbidden in some restaurants in Scandinavia and Germany. Signs indicating this are displayed *outside* the restaurants.

Tips are often included in the bill as a 10 or 15 per cent service charge in Europe. Leaving a tip is not required, unless the service has been exceptional. In that case, small change (about five per cent of the bill) is acceptable.

In Japan the word *shi* means both the number four and the word death; never leave four coins as a tip. On the other hand, three, five and seven are lucky numbers and make good amounts for tipping. The same is true for the lucky number nine in Thailand.

• **Gestures.** Different gestures mean different things in various countries. It is wise to know one from the other. Offensive gestures made unknowingly will generally be forgiven, but it is still better to know what you are "saying" and avoid a possible insult.

Our "A-OK" sign, for example, is used to mean money in some Far East countries, but is an ugly gesture in some Latin American countries. In the Republic of the Philippines, our "come here" signal has an insulting meaning.

In Germany, Poland, Yugoslavia, Russia, India, Pakistan and Southeast Asia, crossed fingers is a foul symbol. Five fingers spread apart and thrust forward, palm forward, is considered the lowest form of curse in Greece—you can even be given a ticket for it.

Our "bye-bye" wave means "come here" in Japan, and our "come here" signal given with bent finger is



Top left: A Norwegian table setting. Top right: A Thai monk wears the traditional color orange, reserved for the monks. Bottom left: Dave Rosenberg made contact with this old man of Aegina, Greece, who offered him a bowl of yogurt. Bottom right: A Roman street corner displays the international traffic information signs.



very demeaning to southeast Asians and some Latins. They use it to call animals.

Counting on the fingers is done differently in other countries too. If you want four of something in Japan, don't indicate it by holding up four fingers with the thumb across the palm—that is "one" to them. In most other countries, the thumb is used for the number one instead of the index finger.

In some areas of Southeast Asia you can count to 12 on one hand; they use the joints of the fingers to count, with the thumb as a pointer.

• **Transportation.** If you want to catch a taxi in Oslo, you don't stand at the curb and flag one down as you would in the U. S. Instead, you go to a special cab stop and wait in line for one. You can also phone for a taxi to pick you up wherever you want. The same is true in New Zealand.

In many places cab fares vary with the time of day, and often double after midnight. Don't think you are being cheated if it happens. In fact, it is always good practice to agree on the fare before you get into a cab. Some countries, Peru, Turkey, Puerto Rico and Mexico among them, have collective taxis that carry several people from one specific place to another at a much cheaper rate than regular taxis.

In Europe and many other places, the most common means of traveling from one city to another is by train. Tickets are usually sold for first and second class. First class is about twice as expensive as second, but guarantees you more comfortable service.

• **Money.** Rates of exchange fluctuate often and vary widely from place to place. It is a good idea to exchange your money on your ship before going ashore, or at a bank if ashore. Don't exchange it in bars or restaurants where the rate of exchange is poor.

It's a good idea to carry a money-equivalency table with you until you get used to thinking in terms of the foreign currency. You can then quickly calculate how much something costs. The tables can be obtained at banks here or abroad. Never exchange money on the street—it may be illegal.

Always pay full attention to the amount you're being charged and how much change you receive.

If you use a pay telephone, find out what kind of coins you'll need and always have one with you. In some countries special tokens are needed for pay phones, like Italy's *gettoni*. They can be purchased at dispensing machines in airports, train stations and also from the cashiers in many coffee bars. Make sure you always have the right coins with you in case of emergency.

In Japan you may need several coins to make a pay-phone call—some phones there turn off automatically at the end of three minutes and you have to deposit another coin and start all over again.

These are just some of the things Dave Rosenberg will tell you about overseas travel. The important point to remember is that things are different and you should try to learn the customs before you get overseas.

Committing an honest cultural mistake is generally forgiven by local citizens—it's the deliberate insensitivity to their culture that's resented, and rightly so. If you don't know what's appropriate in a given situation, ask. Most people will respect you and respond with kindness.

—JO1 Tom Jansing

NAPLES: A FIRST IMPRESSION OF OVERSEAS DUTY



Perhaps the first thought an American has when entering a foreign country is: "Well, it's not home, but I can put up with it."

Although this is a very normal impression, it has been proven wrong by many a sailor.

Indeed it is not America. A foreign country, whether Italy or any other, will be no more or no less than you, the individual, want it to be. It can be pleasant or distasteful, expensive or cheap, friendly or unfriendly. Or, it can be just what it is—another country, just in a different place.

My first impression of Naples, Italy, was, "Well, it's not America, but I can put up with it." It only took me a very short time to discover it was not America, and an even shorter time to discover that Naples, and not I, was doing the "putting up with."

The most impressive part of any country is its people. Naples is no exception. The Italians are undoubtedly one of the friendliest, and perhaps, the proudest people I have had the pleasure of coming into contact with. They are so openhearted, one might get the impression they are unreal. But the truth is quite to the contrary.

Some countries only preach the things Italians actually practice. Perhaps one of the things that most impressed me about them was their family relationship. The closeness and togetherness of an Italian family are almost unbelievable. To see an entire family sharing their lives together is impressive. It is a relationship only dreamed of by many families in other countries.

While talking to an English-speaking Italian, I got the feeling that one of their mottoes is: "If children in the family are happy, then the family itself is happy."

I also discovered the best way to judge an Italian is not by judging him at all. As Americans on foreign soil it seems we like to judge others but do not wish to be judged ourselves.

If we think about it, it would probably be an answer to a lot of the problems we sometimes have when visiting other countries.

—SN Sam Minter

Facing page: A view of Naples from the sea. In the foreground is a Navy ship, USS Concord (AFS 5). Below: Two young girls watch with interest a celebration held in Naples' Piazza Plebiscito. Bottom: Youthful Neapolitans and their father join the proceedings in the piazza.



SITE SHIPBOARD TELEVISION

- INFORMATION
- TRAINING
- ENTERTAINMENT

Archie Bunker tells "Dingbat" to "shadup" and Columbo solves another mystery—familiar scenes to shore-based seamen and now, to many seagoing sailors, as well.

Television aboard ships is just another way the Navy is improving the quality of life at sea. Most surface ships with crews of 350 or more will have closed-circuit television, or SITE (Shipboard Information, Training and Entertainment) installed by the end of this year.

Today's young sailor grew up with television. The Navy recognized the fact that a better, more versatile form of entertainment than movies on the fantail had to be obtained. They began to build on the concept that while being entertained, a Navy man could also be informed, trained and further educated.

Several years ago, carriers installed their own closed-circuit television and used the system for both entertainment and internal communication. Daily TV proved to be indispensable—morale improved and, with it, shipboard habitability.

Morale of the rest of the fleet was just as important as the morale aboard carriers. But on smaller ships, space became a problem.

A closed-circuit television system was developed and designed to fit into an 8'-x-10' space. The system was called SITE (an acronym standing for its Shipboard functions: to Inform, Train and, most important to the crew, Entertain). By the end of this year, 138 ships will have SITE capabilities.

The first SITE system was black and white, installed in USS *LaSalle* (AGF 3) in 1972. By January 1973, a color SITE system was aboard USS *Josephus Daniels* (CG 27) and within six months, 30 ships had similar SITE installations.

The system has a multitude of uses, including briefing the crew on upcoming exercises; announcing leave, liberty and duty schedules; disseminating information on local customs in foreign ports-of-call; providing the crew with up-to-date news with live broadcasts and entertaining with "canned" programs.

A majority of the canned programming comes from the American Forces Radio and Television Service in

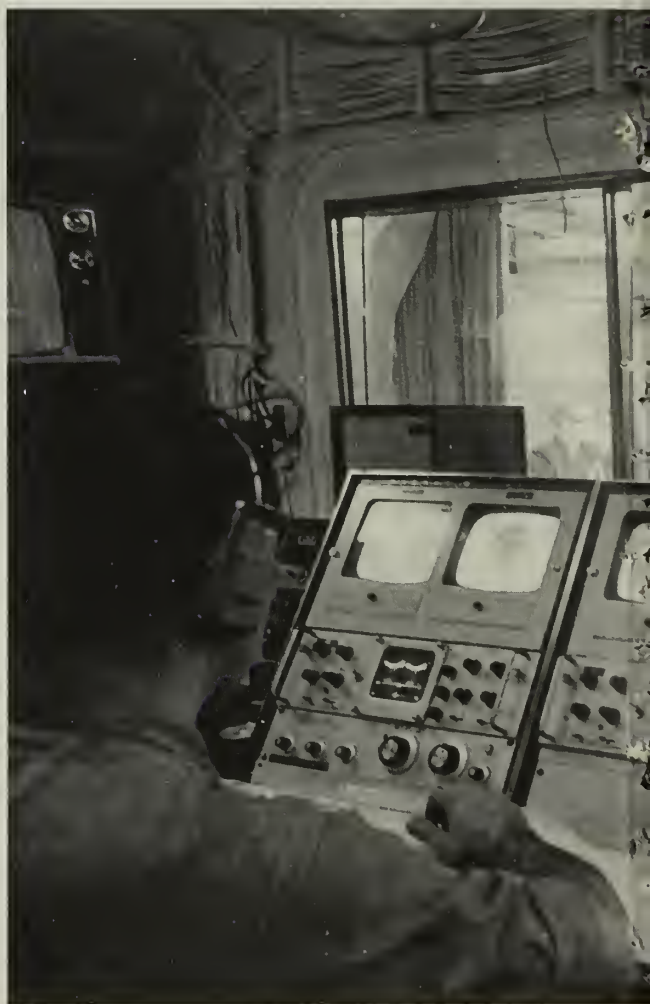
Los Angeles (AFRTS-LA). When deployed, SITE ships become affiliates of AFRTS and receive approximately 60 hours of television programming weekly.

Aboard ship, the system transmits, via cable, television programming from a central compartment to receivers (TV sets) located where crewmembers gather. Crewmembers install the system with technical assistance from TV technicians of the U. S. Army Television-Audio Support Activity (T-ASA).

Technicians and operators are the SITE system's manpower. Technicians are selected from the interior communications electrician rating and sent by their ships to Service School Command, Great Lakes, Ill., for 18 weeks of training.

Enlisted journalists act as operators for the system. At first, the journalists appeared adequately prepared to operate the SITE equipment through regular broadcast training. Mr. Edward Burmeister, broadcast support officer for Navy Chief of Information (CHINFO) explained one problem, "Journalists were trained to operate major land-based TV systems, but did not receive the specialized training needed to operate small, closed-circuit systems like SITE."

A 40-hour extension to the broadcasters' course was arranged between CHINFO and Defense Information





School, Fort Benjamin Harrison, Ind. A week of classes for Navy students slated for SITE duty better prepared these journalists for their SITE billets. "Operators are more familiar with the system's capabilities, and thus are more self-confident, and it shows in their programs," Mr. Burmeister stated. Plans are now being made to expand this special SITE course to two weeks.

There are a few problems in SITE. One occasionally cropping up is that commanding officers are unfamiliar with the value of the system in their internal information program. In some cases, the system wasn't being used to full advantage. CHINFO has initiated a system of briefings for commanding officers of SITE ships.

SITE helps solve the problem of communication aboard larger ships, but what about the smaller ones, including submarines?

Mini-SITE, a small brother concept of SITE, was tested aboard the frigate USS Miller (FF 1091) on a recent Mediterranean cruise. Mini-SITE is designed to fit into even smaller ship spaces than is SITE. Mini-SITE will be a "consumer-operated," closed-circuit system



Top: A shipboard cameraman records the action of each and every launch and recovery aboard USS Kitty Hawk (CV 63). Photo by JOC Jim Falk, USN. Left: Journalists aboard the aircraft carrier USS John F. Kennedy (CV 67) prepare for a live production. Above: Summary of the weather is broadcast from the studio of WJFK-TV aboard the aircraft carrier USS John F. Kennedy.

that will not require any specially trained operators or maintenance technicians.

The Mini-SITE program is being evaluated. If it is approved, what can the smaller ships in the fleet expect?

Mr. Burmeister answered, "Our goal is to have some type of closed-circuit television aboard all deploying ships and submarines—hopefully within the next five years."

The achievement of all the Navy's objectives lies in the hands of people. The fleet of the future will not only be better informed but also better trained and entertained.

—JO2 D. Matthews.

THE SITE SYSTEM-A JOINT PROJECT

Just what programs do sailors see over SITE? Most of the entertainment programming comes from American Forces Radio and Television Service (AFRTS). AFRTS supplies regular commercial network programs (with commercials removed), feature movies, and Department of Defense Service Information spots. The latter are supplemented by Navy-produced information spots.

The ship can also build up a library of training films on such subjects as first aid, firefighting, Navy Regulations and water safety.

Here is a sample schedule for a two-hour segment of daytime television aboard a SITE-equipped ship:

TIME	PROGRAM	LENGTH OF PROGRAM
1505:00	Here's Lucy	24:30
1529:30	Educational Opportunities Spot	:20
1529:50	Station ID	:10
1530:00	News Highlights	5:00
1535:00	Station ID	:10
1535:10	Hogan's Heroes	24:45
1559:55	Station ID	:05
1600:00	Nightly News Opening	:15
1600:15	Nightly News, Weather, Sports	14:30
1614:45	Nightly News Closing	:15
1615:00	"How to Call the Captain"	
	Promotion	:30
1615:30	Captain's Call	14:00
1629:30	Lineup of Evening's Programs	:20
1629:50	Station ID	:10
1630:00	Dick Van Dyke Show	24:30

Evening viewing could include such programs as All In the Family, Carol Burnett Show, Mission: Impossible, Gunsmoke, movies, and timely sports events in season such as the world series, college and pro football, basketball, etc.

Top: A chief warrant officer mans a television camera in the WSAL studio aboard USS La Salle (AGF 3). Right: Instructors at the Defense Information School demonstrate workings of the SITE Console Monitor. Photo by PH1 John Lucas, USN. Far right: A USS La Salle interior communications technician, serving as WSAL technical director, adjusts one of the station's videotape recorders.





A SAMPLE OF SITE PROGRAMMING

The SITE concept was designed by Navy Chief of Information (CHINFO) and engineered by the U. S. Army Television-Audio Support Activity, Sacramento Army Depot. The factors they considered were reliability at sea, compactness, simplified operation and versatility. A west coast company received the contract to supply units under competitive bidding.

Basic equipment in each system includes two film chains used to introduce a film product, such as 16mm films or 35mm slides, into a TV system. Also included are two one-inch videotape recorders, a control/monitor console, and modulators for two-channel capability.

One film chain consists of 16mm film and 35mm slide projectors, while the other chain has just the 16mm film projector. The cameras can be removed, and with a lens change, used for live programs. Videotape recorders are mounted in drawers in the diplexer unit. Other drawers in the uniplexer film chain unit provide storage space for the system manuals and program materials.

Housed in the control/monitor console is a color live monitor/receiver, two black and white monitors, one wave-form monitor, six input video switchers and two modulators (channels 2 and 4).

For audio, the console houses a mixer, record playback unit, switcher and monitoring unit. The console also contains remote controls for the cameras, projectors, and videotape recorders.

With two modulators, the ship could program a training film on channel 2 and entertainment on channel 4, both at the same time. The second modulator can be used as backup for one-channel viewing.—D. M.



200 Years: BLACK HISTORY

THIS MONTH COMMEMORATES CONTRIBUTIONS BY BLACK AMERICANS

February has been designated this year as Black History Month, a time for observing the numerous achievements made by Black men and women in America.

Traditionally, the observance was held during a week in February, spanning the birth dates of two Americans who greatly influenced the progressive ascension of black pride and spirit and well-being. Those men were Frederick Douglass, a Black abolitionist of the Civil War era, and Abraham Lincoln who, as President of the United States, issued the Emancipation Proclamation, on 1 Jan 1863.

Black History Week has been more than the observance of a race of people and their upward struggle out of slavery to gain their rightful place in society. It's a time for all Americans to become more fully aware of individual deeds and achievements, many of which have been "recorded" on what author Laura E. Wilkes described at the turn of this century as the "missing pages in American history."

Therein lies a problem in any attempt to report completely the Black experience in America—a scarcity of official documentation by unbiased sources, especially in the early years. Nevertheless, great strides toward uncovering facts have been made in recent years as historians uncover documents, letters and diaries from the colonial era to the present.

Black history in the military is perhaps best documented in Army records. Early Navy records of Black

activities are somewhat scarce, probably because in those early times, Blacks were integrated aboard ship almost from the beginning, and their individual achievements became a part of the achievement of whole crews. On the other hand, some Army units were comprised solely of Negro troops, and any account of their achievements was immediately identified as having been accomplished by Blacks.

Since there was no real American Navy when the Revolutionary War began, many trade ships were pressed into service, several of which had sizable complements of Black sailors. According to author Wilkes:

"There were 20 Negroes on the *Royal Lewis*, a boat of 26 guns, commanded by Captain Stephen Decatur. They were found in varying numbers on the *Trumble*, the *South Carolina*, the *Randolph*, the *Confederacy* and the *Alliance* . . .

"On the *Alliance* was David Mitchell, a free Negro, who had been captured while on his way from Bermuda to Nova Scotia in an English vessel. On being carried into Newburyport, Mass., he petitioned for his liberty, saying he wished to remain in this country. The petition was granted and he enlisted in the Navy of the United States. The naval records show the names of Caesar, a mere boy, serving on the brig *Hazard* under Captain Job Williams; Cato Blackney, a private, who did duty on the volunteer ship *Deane*; Cato, a cooper, of Boston, who enlisted on the brig *Prospect* commanded by Captain Joseph Vesey, and John Moore, a skipper, of

Maryland, on the sloop *Roebuck*."

Those are just a few of the rare documented records of Blacks serving as seamen during the Revolutionary period from 1775-1783. There is another account of a Black man's involvement in the fight for independence, one that is carried in most history books. And although he is best remembered as one of four colonists who fell before British muskets during the Boston Massacre of 1770, Crispus Attucks, a Black runaway slave, was a seaman.

It appears that before and throughout the War for Independence Blacks were encouraged to serve in the sea service. At the peak of the war, some 20 per cent of the U. S. Navy crews were comprised of Blacks.

While Blacks were "encouraged" to join the Navy, the Army offered freedom to slaves who were able and willing to take up arms against the British. Whether or not the Navy offered freedom to slaves to serve as well is uncertain. However, shortly after the American Revolutionary War and for some 15 years thereafter, the Navy itself went into eclipse. When Congress authorized a new fleet of warships in 1794, a directive was issued which restricted the crews' complements to "white males." Nevertheless, a number of Blacks served at sea during the Quasi-War with France from 1798 to 1800.

When Americans again went to war in 1812 against

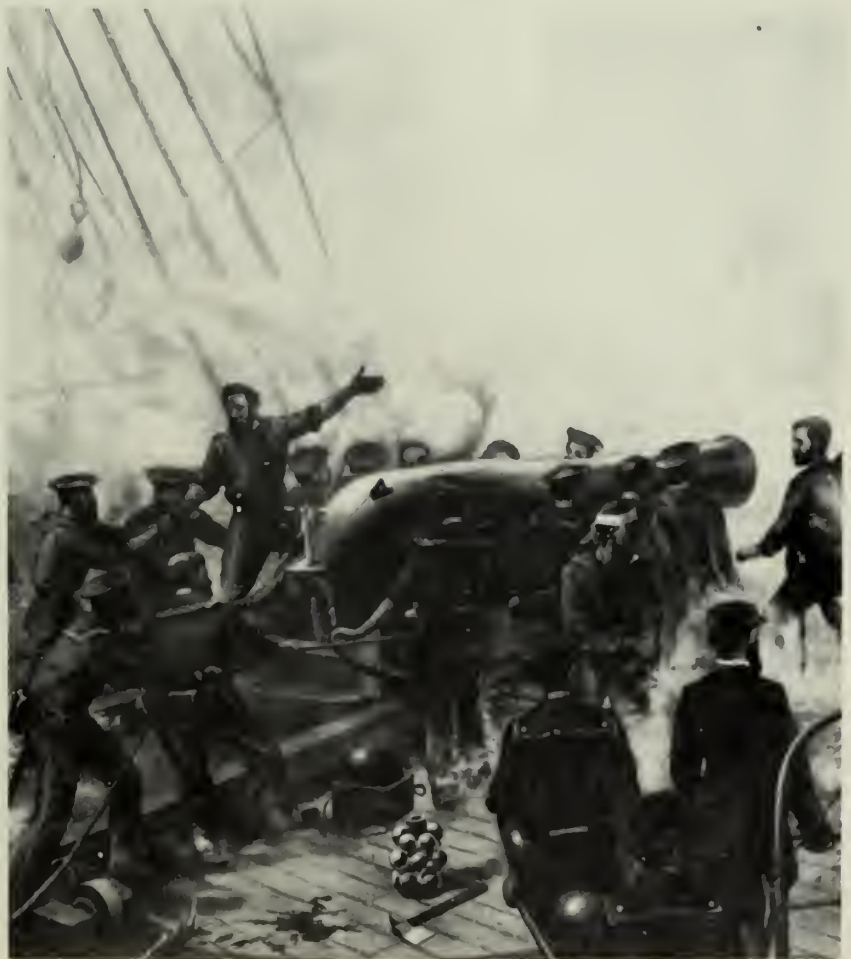
British impressment of U. S. seamen, free Blacks (in at least five of the original states) were landowners with bank accounts. They were as Americanized as their fellow citizens and their patriotism had kept pace with their progress. Therefore, they willingly volunteered to enlist in their country's cause. Inasmuch as the War of 1812 was primarily a naval war, interest ran high for the maritime service and drew several hundred Blacks to sea. There still existed prejudice in certain circles, but Upshur Parsons, a surgeon, noted in 1816, "there seems to be an entire absence of prejudice against Black messmates among the crews of all ships."

Blacks were "as ready and willing to volunteer . . . as any other," wrote Black abolitionist and journalist Martin Delany. "They (the free men) were not compelled to go," he said. "They were not draughted (drafted). They were volunteers."

One-sixth of the total naval complement during the 1812 war was comprised of Black men. On the Great Lakes with Oliver H. Perry, records reveal that Blacks fought with "conspicuous distinction."

It was during this period in our history that evidence

Below left: Men fighting at close quarters aboard the *Hartford* in Mobile Bay. Right: Many of the sailors of the last century were Black Americans.



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of Black participation in the Navy became more widely documented, owing in large part to ships' logs and letters exchanged between commanders and government leaders. One exchange was between Captain (later to become Admiral) Perry and Commodore Isaac Chauncey. The letter concerned the crews of Perry's fleet of brigs, schooners and gunboats which he outfitted in 1813 for the Battle of Lake Erie. Perry was not pleased with the class of seamen he had received for his fleet and wrote to his superior that "The men . . . were a motley set, blacks, soldiers and boys. I cannot think that you saw them after they were selected. I am, however, pleased to see anything in the shape of a man."

To this Commodore Chauncey replied: "I regret you were not pleased with the men sent you . . . for to my knowledge a part of them are not surpassed by any seamen we have in the fleet, and I have yet to learn that the color of the skin or the cut and trimmings of the coat can affect a man's qualifications or usefulness. I have nearly fifty blacks on this boat, and many of them are among the best of my men, and those people you call soldiers have been on the sea from two to seventeen years."

That appears to be all that was said of the "motley set" until after Perry successfully defeated the British fleet on Lake Erie. It was then he praised his Black seamen, saying "they seemed to be absolutely insensible to danger."

Among his crew was a Black named Cyrus (Joshua) Tiffany who, after Perry's ship *Lawrence* was forced to drop out of the fight, accompanied the captain and other members of the crew, in a small boat to the *Niagara* where Perry once again raised his flag. A painting of the transfer representing the battle of Lake Erie hangs in the Capitol in Washington, D. C. It is Tiffany's likeness that appears in the painting. The Black seaman continued to serve Perry, was pensioned and later lived in Newport, R. I. When he died on board the *Java* in 1815, apparently having reentered the service, Tiffany was 80 years old.

Among the other Blacks at Lake Erie with Perry were Abraham Williams of Pennsylvania, Jesse Wall, a fifer, and Abraham Chase. Chase was 90 years old when in 1860 he attended the unveiling of a statue of Perry in Cleveland, Ohio, together with other survivors of the battle.

During the Mexican War—1846-1848—in which the boundary between Texas and Mexico was under dispute, approximately 1000 Blacks volunteered and served in the Navy. But, once again, after hostilities ceased, the country's peacetime armed forces were restricted to white enlistments. There was no attempt to recruit Blacks.

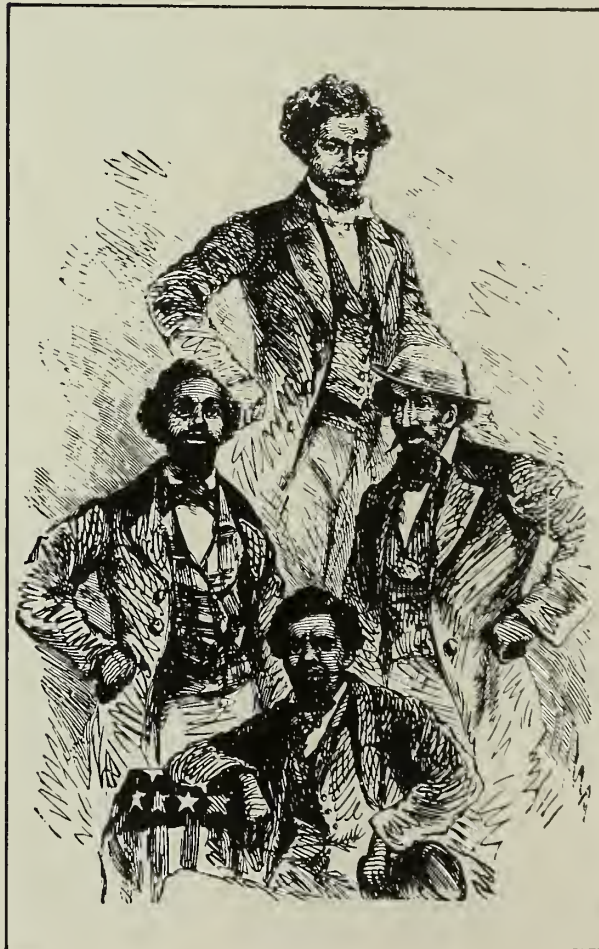
Even as the drums of war between the states grew louder, Blacks in the North were denied enlistment in the Army, primarily because President Lincoln feared that the border states, in which slavery existed, would swing toward southern sympathies and because using Blacks in uniform would "support the view that it was an abolitionist war." But, as the threat of a massive

slave revolt increased and large numbers of "run-aways" reached northern lines, the attitude toward enlisting Blacks changed. Therefore, one result of the Emancipation Proclamation was the authorized enlistment of Blacks into the Union war effort. The Union Navy, which expanded its fleet from 76 vessels to 671 between 1861 and 1865, had been allowed to use Blacks as seamen as early as September 1861. In fact, at least one-fourth of the Navy's manpower needs were satisfied with Black manpower—on an integrated basis.

The South, on the other hand, chose not to enlist Blacks on a large scale. A limited number served in the Confederate Navy and almost none served in the Army. It wasn't until one month before the end of the war that massive enlistments of Blacks were made by the South.

However, the Blacks in the South were used in a civilian capacity during the war, in naval shipyards and ordnance yards, and in depots; they hauled supplies along waterways and kept fire boilers stoked where naval materials were manufactured. They also gathered timber and tar and pitch to maintain the Confederate fleet and worked in various artisan roles, releasing southern whites for military service. Those Blacks who were admitted into the Confederate Navy served pri-

Below: Robert Smalls (top), a civilian sailmaker, with three of his crew.



marily as cooks and general deckhands.

For the Union side, several Black seamen were awarded the Medal of Honor during the Civil War. Among them were:

- Robert Blake, an escaped slave serving as a steward on board USS *Marblehead*. On Christmas Day, 1863, he replaced an injured powder boy during an engagement against Confederate forces and, although wounded, continued to pass munitions in the face of enemy fire for 14 hours until, finally, the Confederates surrendered.

- Joachim Pease, a seaman on board USS *Kearsarge* off the coast of France, helped to sink the Confederate *Alabama* on 19 Jun 1864.

- John Lawson, a landsman on USS *Hartford*, was recognized for "exceptional valor" on 4 Aug 1864, during the battle in Mobile Bay. After the entire powder line was killed or wounded, Lawson, himself wounded, encouraged the others on the line to keep the powder moving, resulting in a victory for *Hartford*.

- Wilson Brown, assigned to *Hartford* with Lawson, was commended for remaining at his post and fulfilling his duties while several shells burst near by, killing many of the crew.

- William Brown and James Mifflin, seamen on the gunboat *Brooklyn* continuously supplied gun crews with powder during the battle at Fort Morgan in Mobile Bay, 5 Aug 1864. Their steadfastness aided in the capture of the Confederate ram *Tennessee* and the destruction of the fort batteries.

- Aaron Anderson was a landsman assigned to USS *Wyandank* who served in a boat crew assigned to clear a waterway of rebel forces. Though enemy musket fire riddled the boat and cut away half the oars, Anderson and his fellow crewmen used the boat's only gun to sink three rebel schooners and gain a victory for *Wyandank*.

These are just a few of the many Navy Blacks in uniform who distinguished themselves during the Civil War. There were, of course, many civilians who fought for the Union. Among the more significant was Robert Smalls. The son of a white father and black mother, Smalls grew up in the South, learning the sailmaker's trade. He was pressed into Confederate service as a ship's pilot when Fort Sumter was fired upon and persuaded the crew of the steamer *Planter* to flee to the Union side. They took with them a reported \$7 million in cargo, munitions, food and supplies. The Union hired Smalls as a pilot aboard *Planter* and granted him and the rest of her Black crew half of the value of the ship and her cargo. He continued to serve the Union, obtained an education, was elected to Congress in 1876 and served five terms.

After the Union Navy began accepting runaway slaves along with free men, the Navy's complement at sea consisted of nearly 25 per cent Blacks; however, most of these served in the lower ranks as they did during the Spanish-American War that followed in 1898.

As the 20th century drew near, Blacks, in and out of uniform, increasingly asserted their newly acquired citizenship in American society. Their initial attitude toward military service was enthusiastic; many saw it as an opportunity to demonstrate their sense of citizenship through service to country. Most enlisted joined

the Army, but many joined the naval service. The crew of the battleship *Maine* included some 30 Black seamen, 22 of whom were among the 250 who died when the ship was mysteriously sunk in Havana harbor on 15 Feb 1898. Elsewhere during the Spanish-American War, there were Blacks with Commodore George Dewey when he steamed into Manila Bay on 1 May 1898 to defeat the Spanish naval units there, and at Cuba on 3 Jul 1898 when American forces annihilated the Spanish Atlantic Squadron which led to the war's end.

Among the numerous milestones during the latter half of the 19th century that pertained to Blacks in the United States, perhaps the most nefarious was a judicial decision—*Plessy vs Ferguson*—which established the status of "separate but equal" rights for Blacks. This decision is looked upon by some historians as the point when segregation of Blacks in *all* walks of life, including those in the military, became more entrenched.

Black sentiments toward the segregation issue ran high and in 1905, delegates of an organization called the Niagara Movement (forerunner of the National Association for the Advancement of Colored People) demanded abolition of all distinctions based on race. This effort was carried on by the NAACP, founded in 1909, the same year Black explorer Matthew Henson made history alongside Admiral Robert E. Peary, reaching the North Pole on 6 April. But sentiment of the public was as cold as the icecap on the issue, and segregation remained a reality in the years leading up to World War I.

Although the Army's United States Colored Troops (USCT) numbered some 370,000 serving in the American Army during WW I—the majority of whom served with French units in Europe—the number of Blacks that served in the Navy was minimal. Navy Blacks numbered 10,000 and they were restricted to the Navy's messman's branch. No Blacks were permitted to enlist in the Marine Corps.

In the early months of the war, Blacks in and out of uniform found difficulty in developing a high spirit of optimism and loyalty, especially in the wake of lynchings and race riots that emerged throughout the southern and midwestern states. Furthermore, the Navy had never commissioned any Black officers, limiting all Blacks in naval service to the steward-messman branch.

As in the past, the postwar ranks of the military were reduced to a small peace-keeping force and the Navy maintained its policy of enlisting Blacks only as stewards for the next 20 years.

In the years between the World Wars, Blacks in American society began to achieve some recognition and political representation. In 1928, Oscar De Priest from Illinois became the first Black Congressman from a northern state. He was followed in 1934 by Arthur Miller from Chicago who became the first Black Democrat elected to Congress since the turn of the 20th century.

Track star Jesse Owens demonstrated to the World that Blacks were among the world's best in athletics, winning four gold medals in the 1936 Olympics in Berlin. A year later, Joe Louis, the "Brown Bomber" defeated Jim Braddock to become the world heavy-

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weight boxing champion.

Black women, too, were becoming more influential. Mary McLeod Bethune founded Bethune-Cookman College in 1923, and the National Council of Negro Women in 1935. Crystal Bird Fauset of Philadelphia became the first Black woman state legislator in 1938 when she was elected to the Pennsylvania House of Representatives. And Jane Bolin became the first Black woman judge in United States history in 1939 when she was appointed to the Court of Domestic Affairs in New York City.

Scores of flag officers had served the United States since its beginning in 1775 but not until 1940 did a Black attain such rank. He was General Benjamin O. Davis, Sr., whose son, Benjamin, Jr., would later follow his father's example. The Davises were two of only five Black combat Army officers in uniform at the time. As for the Navy, it held steadfast in its policy of enlisting Blacks for steward duty only, even at the outbreak of World War II. There was one exception to this policy. By 1943, 19 Negro Navy Seabee (Construction Battalion) units, comprised of some 18,600 men, were building port facilities and coastal defenses.

Among the most famous of the many Black sailors who were cited for bravery during the Second World War were Dorie Miller aboard USS *Arizona* at Pearl Harbor, Leonard Ray Harmon on USS *San Francisco* in the Solomons, and William Pinckney on USS *Enterprise*. All three were awarded the Navy Cross for extraordinary heroism.

Below: Airman Vellon Leon Rivers services a helicopter engine.



Steward Miller, for whom the destroyer escort USS *Miller* (DE 1071) was named, perhaps the most celebrated of the three, manned a machine gun during the attack on Pearl Harbor and reportedly destroyed two Japanese planes. Two years later, he was among the 700 men who were killed when a Japanese torpedo sank the escort carrier USS *Liscome Bay* (CVE 56).

Mess Attendant 1st Class Harmon, for whom the destroyer escort USS *Harmon* (DE 678) was named, gave his life while protecting wounded during a battle against Japanese forces in November 1942.

Cook 3rd Class Pinckney, trapped by bomb damage below decks, carried a wounded shipmate through smoke and fire to safety, saving his comrade's life at great risk to his own.

The war years, nevertheless, were marred by racial disturbances among military personnel. There were several reported conflicts involving Army troops in Hawaii, Georgia and Louisiana. The Navy, too, faced racial disturbances in Port Chicago near San Francisco, at Camp Rousseau in California, on Guam, and in a case involving the 80th Seabee Battalion.

Dissent by Blacks for the most part was centered around denial of combat roles, and it wasn't until some time after the U. S. entered World War II that the Black soldier was integrated with white units. In early 1944, Secretary of the Navy James Forrestal revised Navy policy on Black manning, and issued a *Guide to the Command of Negro Naval Personnel*, which revealed the following change in attitude:

"The Navy accepts no theories of racial differences in inborn ability, but expects that every man wearing his uniform be trained and used in accordance with his

Navywoman Ella Black, first Black woman recruiter for the Navy.



maximum individual abilities.”

It was a major breakthrough for the Navy Black. By March 1944, the Navy commissioned 12 Black officers (two chaplains, three medical officers, two dentists, three supply officers, and two civil engineers) and one warrant officer after their graduation from the Great Lakes Naval Training Center. These officers were among the 58 Blacks to be commissioned during the remainder of World War II. (The Marine Corps also lifted its ban on Blacks and enlisted 16,900 Blacks as “leathernecks.” However, they served in segregated supply and ammunition units.)

By mid-year 1944, the Navy had abandoned its segregated advance-training facilities, following up the next month by organizing 25 auxiliary ships manned by 10 per cent Blacks. By October, the WAVES (Women Accepted for Volunteer Emergency Service) began accepting Black women officers and enlisted women into their ranks. By early 1945, Navy basic training was racially integrated.

After the war, the initiatives toward a truly integrated Armed Forces continued. A main milestone was Executive Order 9981, which required equal opportunity in the armed forces regardless of race. It was signed on 26 Jul 1948. To ensure implementation of the order, a President’s Committee on Equality of Treatment and Opportunity in the Armed Services—known popularly as the Fahy Committee—was established and reached a compatible agreement on 22 May 1950, aligning integration practice with universal policy.

From 1949 to 1950, the Navy increased its number of Black officers from four to 17; however, the volume of applicants for entrance into the officer ranks was

disappointing. There was, nevertheless, another milestone reached in 1949 when Wesley A. Brown became the first Black to complete the academy course. James Conyers of Columbia, Richmond County, S. C., actually was the first Black known to be appointed to the Naval Academy as a cadet midshipman. The appointment was made 24 Sep 1872, but Conyers was reportedly unsuccessful in his studies and submitted his resignation on 10 Nov 1873.

It was another Brown who brought honor to the Navy during the Korean conflict. First Black to earn naval aviator wings, Ensign Jesse L. Brown was posthumously awarded the Distinguished Flying Cross and Air Medal for bravery. A Knox-class ocean escort ship has been named in his honor.

Two U. S. Black soldiers received Medals of Honor in Korea, and another received the award for bravery in Vietnam, the first presented to Black servicemen since the Spanish-American War, 1898.

After the integration barriers began tumbling throughout the Defense Department in the early 50s, an emphasis was placed on equal opportunities for all. Between 1964 and 1968 several historical milestones were reached including passage of Civil Rights acts and other laws and executive orders which established federal desegregation policies, all of which have had an effect on equal opportunity in the military establishment.

One example is the Navy’s Manual on Equal Opportunity and Treatment of military personnel, issued in 1965.

In the last decade, it became evident that a more than passive agreement with the concept of equal opportunity

BM1 Mayes aboard USS Raleigh (LPD 1).



Chaplain Thomas David Parham, Jr.



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nities was necessary, so the Navy initiated a number of programs to help identify and assist Navy men and women of all backgrounds who, because of possible cultural or social deprivations, have not had true equality of opportunity and therefore had not actually been starting at the same "starting block."

Following the issuance of the Department of Defense Human Goals Charter in 1970, the Navy established an aggressive program in pursuit of equality through the introduction of race relations training programs. The following year, the Chief of Naval Operations approved a Navy Charter on Race Relations and Equal Opportunity which contained specific goals and objectives, starting that henceforth there would be no *White Navy*, nor *Black Navy*, but "One Navy."

History will show that in today's Navy there is a dynamic and continuing effort underway to ensure the participation of Black men and women and all other American minorities into the Navy's many officer and enlisted programs. Many ships, stations and squadrons have Human Relations Councils, which exist primarily to assist the commanding officer and the chain of command to examine and offer solutions to human relations problems, including equal opportunity pursuits. Every Navy command has recourse to local Human Resource Management Centers which provide assistance and guidance in human resource management. Similar advice and assistance is also available at many levels



throughout the Navy, under the aegis of the fleet commanders in chief. Command attention to equal opportunity and treatment of all personnel is no more an optional matter, to be considered only when problems arise; it is now a matter of directed command attention, and good management practice.

Today, two of the Navy's admirals are Black Americans and five per cent of the senior petty officers (E-7 through E-9) are Black. The Navy has increased in minority composition threefold in the last decade.

It took 196 years after the establishment of our Navy before a Black line officer, Captain Samuel L. Gravely, was promoted to flag rank, on 1 Jul 1972. A year and a half later, on 30 Jan 1974, Gerald Eustis Thomas, became the second Black line officer to be nominated to the rank of rear admiral. He was graduated from Harvard University in 1951, a member of the NROTC through which he received his naval commission. Duty in destroyers and cruisers eventually led to his assuming command of the ocean minesweeper USS *Impervious* (MSO 449) in the Pacific and later the destroyer USS *Bausell* (DD 845) off Vietnam where he was awarded the Navy Commendation Medal for meritorious service. Rear Admiral Thomas is presently serving as Commander Cruiser-Destroyer Group Five, which operates out of San Diego, Calif.

Rear Admiral Gravely, who is serving as Commandant of the Eleventh Naval District in San Diego, was the first Black to graduate from a midshipman school, the Virginian Union University. He became commanding officer of USS *Chandeleur* (AV 10) in 1961, and later became the first Black to command two U. S. warships, USS *Falgout* (DER 324) and *Taussig* (DD 746). He increased that number to three, taking command of the guided missile cruiser USS *Jouett* (CG 29) in 1970.

Admirals Gravely and Thomas are but two examples of the opportunities available to the highly prepared minority in today's Navy.

Black History Week has been celebrated for 50 years in Black communities all over America. Over the years it has had the effect of bringing to other communities a broader understanding of Black achievement, and in recent years this has been an occasion to bring more widespread recognition of equal opportunity and a progressive attitude toward principles that everyone should share.

—JOCS Marc Whetstone, USN

Left: Radioman 2nd Class Charles Jackson. Facing page: RADM Samuel L. Gravely, Jr., Commandant Eleventh Naval district.



ALL-RATES EM CLUBS



Navy men and women stationed in Texas have something new and different—a \$2.4-million E1-E9 Club at NAS Kingsville.

Rear Admiral Burton H. Shepherd, Chief of Naval Air Training, snipped a ribbon at the official opening of an all-rates club which is the result of a pilot program ordered by the Navy four years ago. The objective is to pool fragmented financial resources by consolidating enlisted clubs at shore establishments.

The Kingsville club brings together the chiefs' club, the acey-deucey and the EM club. All three were more than 20 years old, outdated and needed replacing.

Records show that in the second month of operation, the number of lunches doubled over that served previously. Dinners, too, increased by almost 40 per cent over the combined total of the final month's business at three separate establishments.

Construction money for the Kingsville club came as a direct grant from the Bureau of Naval Personnel, using nonappropriated funds. Of the \$2.4 million, \$160,000 was allocated for fittings and furnishings.

"There are probably 3000 potential club users in the



Kingsville area," said Captain Joseph E. Mills, NAS Kingsville commanding officer at the time of the opening. "This includes active duty and retired enlisted personnel, plus all their dependents. Most of them have seldom used the old clubs, but we're confident that they'll be visiting the new one more often."

Far from Kingsville, but in the same vein, a smaller all-rates club was recently opened at Naval Weapons Station Earle, N. J. Known as the Gundeck, it is a Self-Help project of USS *Nitro* (AE 23) crewmen, with funding provided by the Navy Exchange at a cost of about \$8000.

The Gundeck is decorated in a theme stressing ordnance and shipboard tradition. A small club, it has a seating capacity of 60.

The Gundeck and other "waterfront" facilities near the Earle loading pier were constructed because of the 17-mile distance between the port and the weapons station recreational complex.

—Kingsville story by Annette Kinnard
—Photos by PHAN Mike Scanlon

Left: Newest addition to Naval Air Station Kingsville, Tex., is the \$2.4-million All-Rates Club. Photo by PH2 Brian Smith. Below left: Club employees check tables in the "candlelight" dining room. Below: The club's ballroom has a seating capacity of almost 400. Right: A club employee prepares the cafeteria line at noontime.



● PROGRESS REPORT ON "NEWEST IN THE FLEET"

There are currently 76 ships and submarines under contract for construction, with another 27 authorized by Congress but not yet under contract. The following is a summary of construction progress:

- The second Nimitz-class carrier, Eisenhower (CVN 69), has been launched and delivery is expected in mid-1977. Construction continues on Vinson (CVN 70), third carrier in the class.
- Paul Foster (DD 964), second Spruance-class destroyer, is scheduled for commissioning this month. Six additional Spruance-class destroyers will join the fleet this year. The remaining 22 ships in this class are in various stages of construction.
- Construction of the guided missile frigate Oliver Hazard Perry (FFG 7) continues toward a 1977 delivery date. Contracts will be awarded early this year for production of the first increment of follow-on ships. This new class of surface combatants will begin entering the fleet in numbers within five years.
- Three Trident submarines are under contract and options for a fourth will be exercised in the near future.
- First two Los Angeles-class fast attack nuclear-powered submarines, Los Angeles (SSN 688) and Philadelphia (SSN 690), are scheduled to join the fleet this year. The new submarines are 360 feet long, displace about 6900 tons and are armed with antisubmarine rockets and MK-48 torpedoes.
- Delivery of Tarawa (LHA 1) and Saipan (LHA 2) is scheduled for March 76 and March 77, respectively. This new class of amphibious ship will improve control of amphibious assault operations and will modernize and expand the capability of amphibious forces to project seapower ashore.
- This spring, the Navy will take delivery of the patrol combatant missile (hydrofoil) Pegasus (PHM 1). In addition, the decision will be made on whether to build the other five ships authorized in this class.
- Construction of a large Surface Effect Ship (SES) prototype is planned to begin in 1978.

● DEADLINE NEARS FOR DEPENDENT SCHOLARSHIPS

College-age dependents of Navy, Marine Corps and Coast Guard personnel may be eligible for more than 20 college scholarships managed by BuPers under the Dependents' Scholarship Program.

The scholarships, provided by Navy-oriented clubs and associations, are awarded on the basis of financial need, scholastic record and character.

Application forms (NAVPERS 1750/7) and a pamphlet (NAVPERS 15003E) describing application procedures and the various scholarships are available from Chief of Naval Personnel (PERS-7311), Navy Department, Washington, D. C. 20370. Applications and school transcripts must be submitted to BuPers no later than 15 Mar 1976 for consideration in the 1976 scholarship program. Further information is contained in BuPersNote 1755 of 5 Dec 1975.

● ENTRY DEADLINE FOR 1976 SAILOR OF THE YEAR SET

Nominations for Sailor of the Year must be submitted by 7 May 1976. This program is open to all active duty Navy personnel in pay grades E-4,

E-5 and E-6. The Sailor of the Year will be chosen in three categories: Pacific Fleet, Atlantic Fleet and Shore.

District activities are encouraged to submit nominations to their commandant for screening. Only one nominee from each district can be entered for participation in the program. In addition to any awards or recognition provided on the command level, the Navywide winners will receive meritorious promotion provided minimum time in rate and length of service requirements are fulfilled. The winner also gets an expense-paid trip with dependents to Washington, D. C., to receive Navy Department recognition, with the option of continuing on to a CONUS location of their choice for five days' rest and relaxation.

In addition, the Atlantic and Pacific Fleet selectees may choose a year's duty as assistant to their respective Master Chief Petty Officer of the Fleet. The Shore Establishment Sailor of the Year may choose a year's duty as assistant to the Master Chief Petty Officer of the Naval Education and Training Command. For more information on the entry qualifications, see BuPersNote 1700 of 16 Dec 1975.

• BICENTENNIAL MUSICAL SALUTE AVAILABLE TO PUBLIC

An album of heritage music has been released for commercial sale as part of the Armed Forces musical contribution to the nation's Bicentennial. This album, called "Broad Stripes/Bright Stars," is a two-record stereo program of marching songs, anthems, sea chanteys and patriotic work. The U. S. Navy Band and Sea Chanters, along with other military bands and groups, are featured performers. Public sale was authorized by Congress in order to meet popular demand. The album is available through local distributors and record stores.

• DEPENDENTS' INPATIENT PER DIEM RATES INCREASED

The inpatient medical care per diem rate for dependents at military hospitals has been increased from \$3.70 to \$3.90 per day.

The rate increase also affects cost-share requirements for care received by active duty personnel dependents at civilian hospitals under the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS). The new CHAMPUS cost-share for civilian hospital care is \$3.90 per day for stays in excess of six days or \$25 for one to six days.

The per diem increase is tied to the 1 Oct 1975 five per cent military pay raise. Future increases in per diem rates will be made to reflect increases in military compensation.

• ENLISTED WOMEN COORDINATOR POSITION ESTABLISHED

An enlisted women coordinator (Pers-5K) has been established in the enlisted rating coordination section of BuPers. Rather than function as a women's detailer or ombudsman, Pers-5K will monitor and coordinate policies concerning enlisted women strength levels, utilization of women in nontraditional roles, sea/shore rotation and career patterns, pregnancy and assignment with spouse.

The number of enlisted women in the Navy has increased from 5000 to

18,900 during the last three years. By the end of FY 76, the number is expected to reach a programmed end strength of 20,000. The enlisted women coordinator, as part of the development and distribution system of BuPers, will help ensure that equal opportunity and the needs of the service are combined to provide maximum utilization of women in the Navy.

● FIRST ZUMWALT BEQ MANAGEMENT AWARDS PRESENTED

The first Admiral Zumwalt Awards for Excellence in Bachelor Enlisted Quarters Management have gone to Naval Security Group Activity, Fort George G. Meade, Md. (under 500 residents category) and Naval Air Station Whidbey Island, Wa. (over 500 category).

Admiral Elmo Zumwalt, Jr., USN(Ret) presented the award at the national convention of the American Hotel/Motel Association. He praised both commanding officers and quarters managers for their concern for the welfare of single men and women. The Admiral Zumwalt Award was established in April 1975 to recognize BEQs' staffs excelling in management. The Navy's BEQ concept has received emphasis since 1966. More than \$500 million has been used in construction, rehabilitation and furnishing BEQs.

● NAVY FILM TAKES TOP HONORS AT INTERNATIONAL FILM FESTIVAL

A Navy-sponsored film, "Computing the Weather," was awarded a gold plaque over approximately 155 others as the best film in the Educational/Physical Science Category at the Chicago International Film Festival.

More than 2000 films from all over the world were entered in 14 major categories. The Navy film explains the use of computers in weather analysis and forecasting. Slated primarily for use in training Navy weather technicians, the film includes some basic meteorological theory and does not require previous knowledge of the science to understand it. Narrated by actor E. G. Marshall, the film was created using animation extensively. "Computing the Weather" will soon be available for loan through naval district film libraries. It may also be purchased through National Audio Visual Center of General Services Administration.

● APPLICATIONS REQUESTED FOR PHOTOJOURNALISM COURSE

A one-year course of instruction in photojournalism convenes August 1976 at Syracuse University. The course is open to: 663X lieutenants, lieutenants (jg) and ensigns; 831X chief warrant officers and warrant officers engaged primarily in photographic duties; chief journalists (JO) and chief photographer's mates (PH) with less than 15 years of service; 1st class JOs and PHs with less than 12 years of service; and career-designated 2nd and 3rd class JOs and PHs with less than 10 years of service. Time in service is computed from 1 July of the year enrolled.

Requirements call for a high school graduate or service-accepted equivalent with a combined GCT/ARI score of 110. Applicants must have 48 months' obligated service left from class convening date and be recommended by the commanding officer. An ability to type is desirable.

Requests from enlisted personnel must be accompanied by a special evaluation report as appropriate to applicants' ratings. A portfolio, con-

sisting of 12 to 15 recent photographs and a three-panel photo feature layout is required for acceptance. Prints must be mounted on unbound 11"x14" boards. Portfolios will be judged on originality, unity, imagination, technical quality, presentation and emotion-evoking ability. A 200-to-250-word autobiography, written in news style about past naval service and future aims must accompany the portfolio. Certification by an officer that the photographs and autobiography are original works of applicant must be included.

Forward the portfolio and a copy of application to Chief of Information (OI 225). Applications should be sent to Chief of Naval Personnel (Attn: Pers-5141 for enlisted and Pers-432 for officers) with a copy forwarded to Chief of Naval Operations (OP-9912) no later than 15 Apr 1976. The Manual of Naval Photography (OpNavInst. 3150.6D) is the authority for submission.

- NAVY COMMISSARY STORES FEATURING PRESIDENTS' SALE

Commissary stores worldwide are holding a two-week Presidents' sale 9 through 21 February, commemorating the birthdays of Presidents Washington and Lincoln. Sale items may vary among commissary store regions and individual commissary stores, but all feature significant savings on merchandise purchased especially for the event. This sale marks the first of several planned throughout the Bicentennial year.

- JEWISH WORSHIP PENNANT TO FLY DURING SERVICES

A Jewish worship pennant has been approved for display during Jewish religious services afloat and ashore. Tablets of Law, Star of David and uniform insignia of Jewish chaplains are superimposed on a white pennant which should be available through the Supply System next year.

- FLEET HOMETOWN NEWS CENTER RELOCATED AT NORFOLK

Fleet Hometown News Center has completed relocation to Building X-18, Naval Station, Norfolk, Va. 23511, and is now back in production. Commands are encouraged to continue to submit personnel information forms to the center. FHTNC may be reached by phone on Autovon 690-2221/4346 or commercial 804-444-2221/4346. Federal Telecommunications System (FTS) users should call 930-2221 or 930-4346. High School News Service (HSNS), a DOD tenant activity of Fleet Hometown News Center, may be reached on Autovon 690-4871/2828, commercial 804-444-4871/2828.

- 1976 REGISTER OF NAVAL ACADEMY ALUMNI NOW AVAILABLE

The latest edition of the Register of USNA Alumni, brought up to date as of 15 Nov 1975, and covering a period of 130 years, is now available. The Register lists every midshipman or naval cadet from the establishment of the Academy in 1845 through the Class of 1975. It consists of alphabetical and geographical locators and a data bank of individual entries arranged by classes, class standing, and such data as date and place of birth, rank attained, present address, etc. It also contains a listing of Medal of Honor winners, superintendents, and alumni presidents.

The Register may be ordered from the U. S. Naval Academy Alumni Association, Alumni House, Annapolis, Md. 21402, at a cost of \$12.50 a copy.

from the desk of the Master Chief Petty Officer of the Navy

From the Mailbag

Although I have been MCPON for just a short period of time, I have already noticed certain trends in my mail and the questions I am asked.

I have noticed, for instance, that six questions are asked more than any others. These queries appear in different forms and my answers often have to be individualized to meet individual circumstances. But, in an effort to provide answers to some key questions, I have listed the six "typical" questions with my "typical" responses.

I feel I have a good military record; why wasn't I selected by the last selection board?

I have already discovered that I cannot provide an adequate response to this question in most instances. Since selection board proceedings are not recorded for reasons of confidentiality, this information about a Navy member's selection or nonselection is not available. As MCPON, I will never be able to say with any certainty exactly why a member was not selected.

Actually, the best person to answer an advancement question is the individual Navy member. I always encourage every nonselectee or alternate to review his or her own record. Enhancing one's opportunity for advancement generally begins with an honest, straightforward self-analysis. Since the objective of each selection board is to select the best qualified candidates for promotion, each candidate's record must receive equal treatment before the board. Therefore, each Navy member should take steps to make his or her record as competitive as possible. Don't forget, each selection board must select candidates from among a large number of well-qualified individuals all in competition for a limited number of vacancies.

My last evaluation was lower than I expected, how will this affect my navy career?

I firmly believe that the Navy's evaluation system has been designed to allow a reporting senior to evaluate accurately a Navy member's overall performance. If the system is used as intended, superior performers will be marked as such, and poor performers will also be identified. However, the majority of our E-5 and above personnel will fall within the "typical petty officer" or "typically outstanding chief" categories, as appropriate.

If a member feels that he or she received a poor evaluation, that member should consider two

facts before taking action. First, the member should realistically evaluate the accuracy of the reporting senior's evaluation and supporting remarks. Remembering that the majority of Navy enlisted personnel are "typical," everyone cannot be in the top one per cent or top five per cent, although that level of expertise should always be our goal.

A second consideration to keep in mind is that one bad evaluation will not ruin a Navy member's career, just as one outstanding evaluation will not make a career. For instance, when a selection board evaluates a member's service jacket, the reviewers look for sustained performance. A reporting senior's marking trends and supporting comments are always carefully scrutinized. Consistency over a long period of time is more important than the weight of any single evaluation.

A poor evaluation should never be a surprise. The evaluation process is a *daily* process. Each Navy member should therefore seek the counsel of his or her seniors, and heed that counsel to improve in those areas where deficiencies or shortcomings are noted.

I just can't get used to the new uniform changes; why can't we go back to the old styles?

I have received numerous letters in the past few months requesting that I support a return to the "traditional" enlisted uniforms. None of these letters have convinced me that the Navy is not heading in the right direction uniform-wise.

Some problems and inconsistencies have been noted since the uniform changes were an-



Master Chief Petty Officer of the Navy Robert J. Walker, USN.

nounced in April 1975. However, I assure you that the Special Assistant for Navy Uniform Matters (Pers 18) and the Navy Uniform Board are taking steps necessary to ensure that Navy personnel are outfitted in sharp-looking, nautical uniforms.

The Navy Uniform Board is currently working on a long-range uniform plan and for that reason I look forward to receiving more meaningful input to the uniform board from enlisted men and women so that final decisions by the board will be strongly influenced by the enlisted community. In the meantime, Navy members should lay to rest their desire to return to the old-style uniform. Cost factors and more years of turmoil prevent such a move. However, I hope that every petty officer and chief petty officer will do his or her part to ensure that grooming and dress standards are adhered to at all times.

Do duty preferences really count when my detailer is making an assignment?

Definitely so. When a detailer makes a transfer decision, he must consider the needs of the Navy, billet availabilities, and individual desires. While the needs of the Navy and billet availabilities are often the final determining factors in order to achieve and maintain Fleet readiness, personal requests and desires are always weighed very carefully by the detailer during the decision-making process. That's why duty preference cards are so important.

While we may not always receive the orders we desire, we must remember that to accomplish the Navy's mission, we must sometimes serve where we are needed, not where we want to be.

Why can't my family get government housing?

Department of Defense policy requires that the local housing market in communities near military installations will be the primary source of family housing for military personnel. As a result of the rapid rise in the cost of housing and utilities, the demand for Navy family housing far exceeds the limited assets of the Navy. Only 15 per cent of the eligible Navy personnel are housed in Navy CONUS housing, and long waiting lists are common for most Navy quarters at bases worldwide. That's why I recommend that you plan accordingly when you receive orders to a new area.

How can I contact the Master Chief Petty Officer of the Navy?

That's an easy one. You can get in touch with me or my staff by writing: Master Chief Petty Officer of the Navy (Pers-Od), Room 1056, Bureau of Naval Personnel, Washington, D.C. 20370. If you don't have time to write, you can contact my office by calling Autovon 224-4854 or commercially at (202) 694-4854. If you have a problem that cannot be resolved at the command level, my staff and I will be glad to look into the matter for you. But, please be sure that the local alternatives have been used first.



Coming to the Naval Academy ... SUBMARINER MEMORIAL

A memorial honoring World War II submariners will be erected at the U. S. Naval Academy, Annapolis, Md., during the Bicentennial year. The memorial, first at Annapolis to honor any branch of World War II service, will be located along the Farragut seawall, between the mast of USS *Maine* and the Trident Light.

Submarine veterans have already raised 25 per cent of the memorial's construction costs. Remaining funds will come from a commemorative submarine service medallion commissioned by the Submarine Bicentennial Commission of the United States.

This medallion will feature David Bushnell's Revolutionary War *Turtle*, the nation's first submersible, on the obverse. On the reverse will be the World War II fleet boat *Torsk*, the nuclear ballistic missile submarine *George Washington* and twin dolphins, the qualified submariner's insignia. The 200th anniversary of submarines is proclaimed on the *Turtle* side, and the 75th anniversary of U. S. Navy subs on the opposite.

Earle A. Kraft, a vice chairman of the Submarine Bicentennial Commission and chairman of the Sub Vets Memorial Committee, said the first edition of the medallion will be two and one-half inches in diameter and will be .999 fine silver. It will be offered nationally and internationally through 31 Dec 1976, for \$80. Checks or money orders should be addressed to the Submarine Bicentennial Commission, P. O. Box 1793, Baltimore, Md. 21203.

The Submarine Bicentennial Commission comprises the Maryland Sea Service and the Delmarva Chapter of U. S. Submarine Veterans of World War II. The Maryland Sea Service plans to use proceeds to help renovate *Torsk* and construct a replica of *Turtle* on Pier 3, Pratt St., after *Torsk* is moved there.

On the Bicentennial Front: A Medal for John Paul Jones

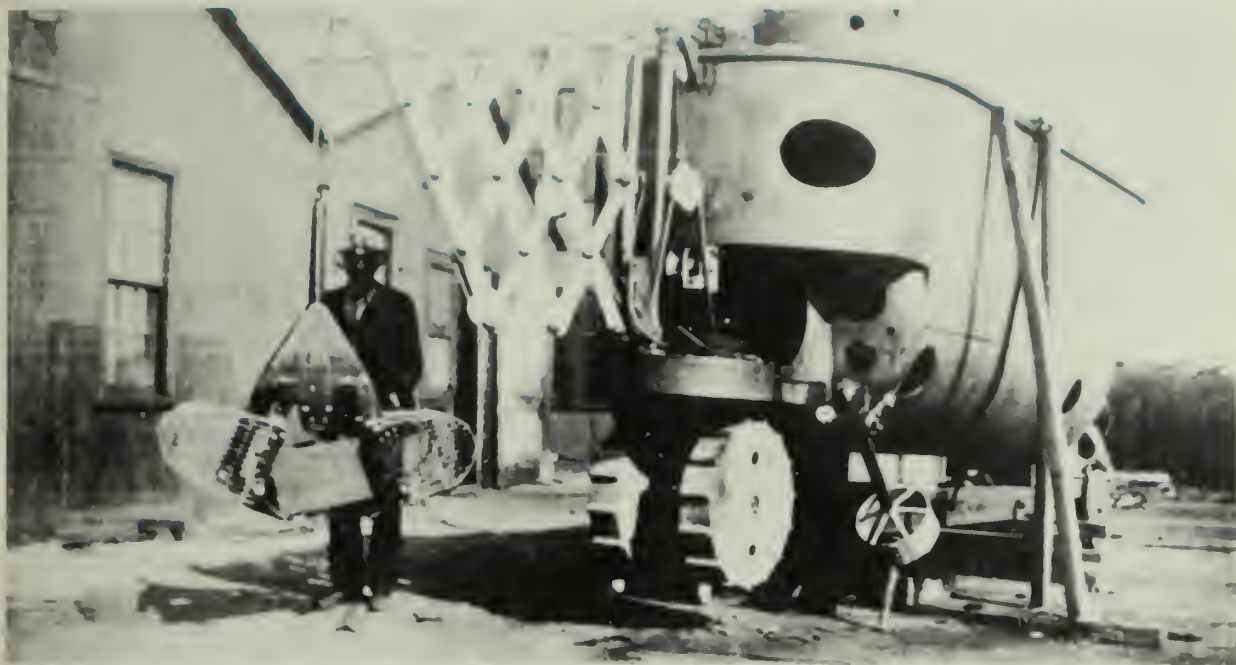
The U. S. Naval Academy has added to its memorabilia on John Paul Jones, a rare military medal of the type presented by King Louis XVI to the American Revolutionary War hero nearly two centuries ago—and lost through the years.

The Croix de l'Ordre du Merite Militaire, presented last year to the Naval Academy by the French government, was initially established in 1759 by King Louis XV for award to certain officers serving in the French military. Louis XVI honored Jones with the Croix and a sword after *Bon Homme Richard* defeated *Serapis*. The presentation was made in Philadelphia in the spring of 1781.

The new medal was accepted by the Academy superintendent on behalf of the nation, the Navy and John Paul Jones. It, and the sword, will be displayed in Jones' crypt beneath the Academy chapel.



Submarine on Wheels



The historic submarine *Explorer*, newly refurbished and at a new location, will soon be available for public visiting during the nation's Bicentennial celebration.

The Navy and the city of Milford, Conn., negotiated an agreement in late 1974 which turned over custody of the unusual looking submarine, designed by Simon Lake, to the Submarine School at Groton. The agreement called for transport of *Explorer*—which was launched in 1932—from her present location in Bridgeport to the Naval Submarine Base, where she will be refurbished and put on display in front of the base library and museum.

It is largely due to the efforts of Thomas A. Lake, son of the famed inventor, that the arrangement was made. *Explorer* was the last submarine constructed by Simon Lake (1866-1945), the famed submarine builder.

The submarine is small—only 22 feet long with a beam of six feet and a displacement of 10 tons. *Explorer* was designed to operate at a depth of 300 feet; however, the sub had a built-in capability to reach a depth of 600 feet. She had a crew of two and also could carry on board two additional men for scientific and research purposes.

Electrical power and air were provided by cable to *Explorer* from a surface support ship.

The craft was fitted with wheels which allowed her to travel along the ocean floor, forward, backward and—within limits—even sideways. Large ports permitted the crew to view the seascape on all sides and powerful lights aided vision. If a wreck was sighted, a diver could leave the sub to investigate, as his lifelines and air hoses were connected to *Explorer*.

A scissor-like arm with a scoop and basket allowed the crew to retrieve objects while on the ocean floor.

Above: "*Explorer*," pictured with her inventor, Simon Lake, was fitted with wheels for travel on the ocean floor. Below: CAPT George M. Vahsen, commanding officer of Naval Submarine School, and Joel R. Baldwin, mayor of the city of Milford, Conn., sign a lease agreement for Simon Lake's submarine *Explorer*. Left is Benjamin Poole, a member of the original crew, and right is Thomas A. E. Lake, son of the famous inventor.

Two shrouded propellers could aim a flow of water at an object to clear it of silt and mud; this method could also be used to harvest clams from the sea bottom.

When refurbishing is completed, a plaque honoring the inventor will be dedicated and installed near *Explorer*. Target date for the ceremony is 4 Jul 1976.

—Story by David J. Bishop

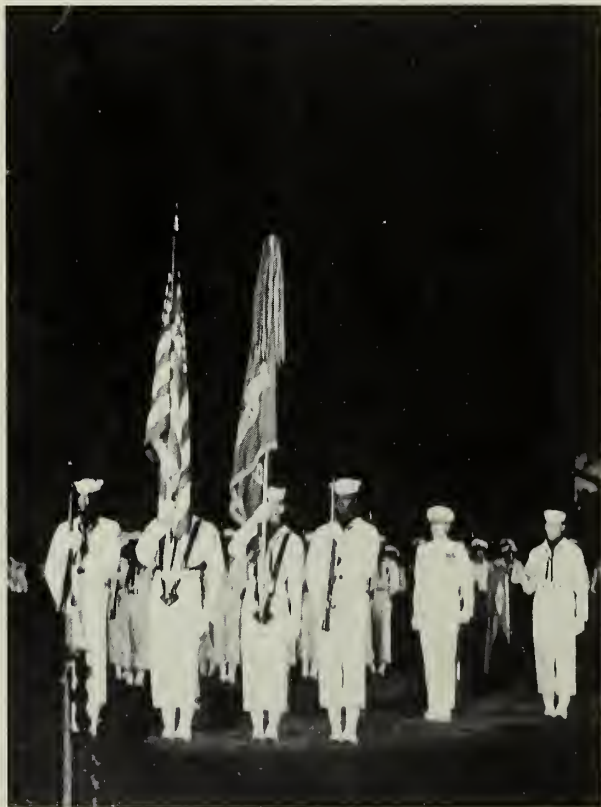


Meanwhile-- Down at the Washington Navy Yard

As the first stars of evening rise high above the nation's capital, spotlights zero in on the United States Navy Band in Admiral Leutze Park at the Washington Navy Yard.

The event is entitled: "A Navy Bicentennial Ceremony."

From traditional songs of the sea at the program's



beginning to the precise slap of drill team rifles and patriotic choruses at its conclusion, the ceremony embodies "Americana" in its finest nautical motif.

During 1975, these scenes were performed in three individual ceremonies as a prelude to this year's National Bicentennial. Beginning in May 1976, the ceremony is expected to be held weekly.

The Washington Navy Yard, our Navy's first shipyard, was established in 1799, just a few short years after our nation's seat of government was moved to Washington, D. C. Thus, as a continuous witness and participant in the growth of our nation and the Navy, it seemed only fitting to Rear Admiral Arthur Esch, the 71st commandant, that the yard should put forth some tribute presenting the U. S. Navy to national and international visitors during the Bicentennial. Taking up this idea and putting thoughts to words and words to action was the task of Rear Admiral Ralph Carnahan, 72nd commandant.

The spirit of the Navy and the rich and illustrious history of the Washington Navy Yard are presented via sea chanties sung by the Navy Band Chorus, the "Sea Chanters." Period uniforms are worn by the group while a mock-up of a seagoing schooner provides the perfect backdrop for songs of the sea.

Major components of ceremony in last year's performances were units of the Navy Band and Navy Ceremonial Guard with its Silent Drill Team. They will repeat this year. The band provides accompaniment throughout the one-hour program for both narrator and Sea Chanters. While the narrator calls attention to various historical buildings adjacent to Leutze Park at the yard, spotlights move to the nearby buildings, lighting up their facades with dramatic effect. This portion of the program is followed by the Navy Marching Band and Ceremonial Guard Silent Drill Team presenting a display of the latter's precision in military drill. Audience participation plays an important role at the finale of the ceremony with the playing and singing of patriotic songs.

Officials at the Navy Yard feel the ceremony is likely to become a "new tradition." Audiences attending the three ceremonies during 1975 overwhelmingly responded with calls and letters in praise of the program to the Commandant, Naval District Washington.

In the words of Admiral Carnahan, "We dedicate these ceremonies to those who have gone before us and contributed so much to making the history of the Navy and this yard."

—Story by JOC Jim Ferrell, USN

—Photos by MU1 Vince Cuthie, USN

Left: Navy Color Guard presents colors as an integral part of Bicentennial performance. Facing page top: Navy Ceremonial Guard Silent Drill Team uses fixed bayonets for precision performance in Admiral Leutze Park. Middle left: U. S. Navy Band and Chorus form the core of the Navy Bicentennial Summer Ceremony. Middle right: Navy Band "Sea Chanters" presented songs of the sea as part of the Washington Navy Yard's Bicentennial Summer Ceremony. Right: Navy Marching Band plays martial music reminiscent of the days of John Philip Sousa during the Summer Ceremonies performance.



HSL-36 A HELICOPTER LAMPS SQUADRON

A new helicopter squadron recently joined the ranks of more than 25 tenant commands and 26 ships homeported at Mayport Naval Station, Fla., when Commander Neil R. Sparks, Jr., assumed command of Helicopter Antisubmarine Squadron Light Thirty-Six (HSL-36). Vice Admiral Howard E. Greer, Commander Naval Air Force, U. S. Atlantic Fleet, spoke at the ceremonies.

The ceremony, complete with traditional cake-cutting, took place in an interim LAMPS (Light Airborne Multi-Purpose Systems) helicopter hangar. A permanent helicopter maintenance hangar is scheduled for completion next April.

The third LAMPS squadron established on the East Coast, HSL-36 will eventually have 11 aircraft assigned. Its mission is to increase the effectiveness of antisubmarine warfare (ASW) capabilities by providing LAMPS helo detachments aboard frigates and destroyers of the U. S. Atlantic Fleet.

During his remarks, VADM Greer praised the personnel of HSL 36 for their efforts in establishing the new squadron. He added that the LAMPS program continues to demonstrate a tremendous record and the term "non-aviation ship" is becoming a thing of the past as more and more ships are fitted with LAMPS capabilities.

The LAMPS concept combines the primary missions of ASW and Antiship Missile Defense (ASMD) in a small, versatile aircraft which uniquely integrates the destroyer type ship and helicopter into an extremely effective, well coordinated weapons system.



The first HSL 36 detachment is scheduled to go aboard the frigate USS *Capodanno* (FF 1093) later this year.

Powered by two turbo-shaft engines, the SH-2 *Seasprite* helicopter has a crew of three. In addition to 15 sonobuoys and eight marine smokemakers, the aircraft is designed to carry two MK 44 or MK 46 homing torpedoes for ASW.

LAMPS is a vast improvement over earlier efforts to combine the helicopter and destroyer. During the 60s the Navy operated the QH 50 Drone Antisubmarine Warfare Helicopter (*Dash*) from the decks of approximately 130 destroyers and destroyer escorts. But the remotely controlled *Dash* was limited to the "destroy" aspect of ASW and, due to its high failure rate, was deemed too costly to operate.

After a series of aircraft suitability and deck strength tests, CNO announced in March 1971 the decision to commit the Navy's 115 *Seasprites* to the LAMPS program in order to further develop the theory and to increase fleet capabilities.

Modification necessary to convert *Seasprite* to its LAMPS role gives it a unique appearance among U. S. rotary wing aircraft. A radome housing antenna for a search radar has been installed under the nose of the helicopter. On the right side of the fuselage, a pylon has been added containing a winch used to deploy and retrieve a magnetic anomaly detector.

—JO1 G. Romano, Jr.



Facing page: VADM Howard E. Greer, Commander Naval Air Force, U. S. Atlantic Fleet, was guest speaker at the commissioning ceremonies. Top: A helo landing crew moves quickly and efficiently as an SH-2 Seasprite sets down on their ship's landing platform. Above: The frigate USS Capodanno (FF 1093), new home of the first HSL-36 detachment. Right: Helicopter Landing Officer keeps LAMPS helicopter in the correct position.



HAVE YOU HAD YOUR LEGAL CHECKUP?

Every Navy man and woman undergoes medical checkups on a regular basis, but when was the last time you had, or even thought of having, a legal checkup? Your legal requirements can be as important to you and your family's well-being as your medical requirements. Just as your physical status needs occasional review, so does your legal status.

For this reason, the Office of the Judge Advocate General has prepared a questionnaire to enable you to see how well you do on a legal checkup. If you find that there are some areas that need review or which require some action on your part, now is the time to do something about it. Review your personal legal affairs and, if necessary, ask for advice and counseling from qualified legal assistance officers.

First, read the following questions and discussion. They will help you determine if you need to have your legal affairs reviewed and updated. Then check your answers in the section labeled "Twenty Questions." If any of your answers are in the shaded boxes, a visit to the nearest legal assistance office may be in order. The program is voluntary, of course, and no record or files of the questionnaires are kept. *Note:* Individual copies of the questionnaire form, NavJag 5801/10, may be obtained from local legal assistance offices. After counseling, the completed questionnaire will be returned to you for your personal records.

The legal assistance program is for your benefit. It's a good example of the Navy's taking care of its own and you should take advantage of this free service. It's a nice feeling to know that your legal affairs are in order. When should you and your family review legal affairs? It's usually too late to review them once an emergency or tragedy has occurred. Now, read the following roundup as the first step in your legal check-up.

- *Do you have a will?* Too many people inadvertently put off preparing their wills until it is too late. If an individual dies without a will, his property will be disposed of according to state statutes which may or may not coincide with his wishes. In some states, this will mean the children may get part of the property and the wife the rest; in others, the children may get most or all of the property and wife only a *right to use* some of the property. A properly drafted will ensures that the property you own will pass to the person of your choice in the way you desire. It will also help to avoid unnecessary legal proceedings and expenses incurred in distributing your estate. Through it, you can name a specific person to care for your minor children and provide for contingencies you may be unable to deal with in any other way. Make an appointment with legal assistance.

- *Have you reviewed your will in the last 12 months?* Marriage, divorce, a new child, the death of a beneficiary or named executor—these and other events may affect the way your property will be distributed under your will. An annual will review is not a waste of time. Check with your legal assistance officer.

- *Does your spouse have a will?* Both husband and wife should carefully review what will happen should either or both die. Too often, people assume that ade-

quate planning involves only a will for the husband, but that is only part of the problem. If the husband dies first, it is very important for the wife to have a will, because she will probably own everything. A wise family will talk over all of these possibilities with an attorney. Check with your legal assistance officer.

- *Does your spouse (or parent) know where your important papers are kept?* If anything happened to you, would your next of kin have any idea where you keep your important papers? Such documents may include, but are not limited to, certified copies of marriage certificates, divorce papers, deeds, mortgages, birth certificates of family members, your will, life insurance policies, and automobile title and insurance policies. Your next of kin would have an immediate need for such items in the event of your death or prolonged absence. See your legal assistance officer to determine what documents you should have readily available. He can assist you in obtaining those items which you may not have. Then keep your next of kin advised as to their whereabouts.

- *Are you required to file a federal income tax return annually?* Unless your filing date is postponed because of duty outside the United States, you must file your federal income tax return each year by 15 April. If you miss the required filing date, you may be subject to a penalty of up to 25 per cent of the tax owed and,

in addition, a six per cent interest charge could be accruing. Aside from the civil liability, a willful failure to file a return constitutes a criminal offense punishable by fine of \$10,000, imprisonment for not more than one year, or both. If you missed your filing date, these penalties may be minimized or eliminated, but only if you act to get the late return filed. An appointment with your legal assistance officer would be a good start.

- *Do you know what factors determine your state of domicile? Have you done anything to change it?* Domicile, frequently referred to as legal residence, has many and varied consequences attached to it, not the least of which are taxes. Your status as a member of the armed forces has a unique effect on how your state of domicile is determined which, in turn, determines what state can tax you. Voting, car registration, and college tuition payments are only a few of the items which are also involved. Unless you are sure of the answers to the above questions, and to the ramifications of those answers, you probably should see a legal assistance officer soon. Fines or penalties for failure to abide by the proper law could easily result from ignorance of what law in fact applies.

- *Are you required to file an annual state income tax return?* Your responsibility for the payment of state income taxes depends upon the law of your state of domicile. Failure to file or pay a required state income tax can be costly. Penalties for failure to file range from five per cent per month to a maximum of 25 per cent of the total tax. Interest payments on delinquent state taxes accrue at the rate of one-half of one per cent per month *until paid*. Moreover, there is increasingly vigorous prosecution of delinquent domiciliaries by state taxing authorities. Know the requirements of your state of domicile. Your legal assistance officer can provide all the necessary information.

- *Are you registered to vote, and do you know the procedures for obtaining an absentee ballot, if needed?* Remember, the voting age for national elections is 18. Viewing the problem from another direction, an uninformed selection on your part as to where you vote could have far-reaching tax consequences. Make an informed decision. See your legal assistance officer.

- *Do you have liability insurance on your car?* Automobile liability insurance is designed to protect you against claims for personal injury or damages suffered by other people injured in an accident with you, if you are at fault. In many states, you must have this kind of insurance before you can drive a car, and in others, if you have had an accident, you must have the insurance before you can drive again. That fee for "insurance" added on when you bought your last car may only have been collision insurance to cover the finance company and give you no liability protection. If you have an accident and do not have liability insurance, you could lose your driver's license, your right to own a car, as well as be subject to fine or imprisonment. Liability insurance is a necessity.

- *Are you over, under, or properly insured?* A commercial life insurance policy represents a lifetime in-



HAVE YOU HAD YOUR LEGAL CHECKUP?



vestment. You should know what you are getting for your money. For example, a policy having a "war clause" will mean no coverage if you are killed in combat. Also, changing circumstances may alter your investment. Many men buy a policy when they are single, naming their parents or brothers and sisters as beneficiaries, and forget to change beneficiaries after they acquire families of their own. In some cases, a man will name his fiancée as beneficiary and then forget to change it after the engagement is broken off. Study your life insurance and keep track of your policies. If you have any questions on life insurance, see your insurance officer or legal assistance officer.

• *What about household goods and personal property insurance?* You may not think that the things you own are worth very much, but if you were to add them all up item by item, you may find they could be worth quite a bit. Can you afford to replace all of your things in case of a loss by theft or fire? If your goods are destroyed while you are living in government quarters, you can receive some compensation from Uncle Sam, but what happens if you are renting a private apartment or buying your own home? Can you afford to absorb the entire loss yourself? Or, what if you have a grease fire in your apartment kitchen? The landlord will undoubtedly have the damage to the kitchen repaired, but his insurance company may be very interested in recovering the money from you, if you were at fault. Insurance protection in these areas may be highly desirable. If you have questions about possible loss or liability, see your legal assistance officer.

• *When you registered your car, did you consider what effect that act might have on your state of domicile? If you registered it in your and your spouse's name, did you consider the possible tax consequences of that action?* Unless your car is registered in the state which you are sure is your state of legal residence, and in your name alone, you should probably see a legal assistance officer. Where your car is registered might also affect the driver's license you are required to have. Better see a legal assistance officer unless you're sure.

• *Do you own any personal firearms?* Local laws concerning the registration and control of firearms vary considerably. Although you may have properly registered your weapon in one jurisdiction, this does not relieve you of the responsibility of complying with the law of the state (territory) (country) in which you are now stationed. If you have any questions concerning the ownership of personally owned firearms, see your legal assistance officer for advice and information.

• *Did you get married, obtain a divorce or separation, or acquire an additional child in the last 12 months?* The fact that you and your wife were married, divorced,

separated, or have become parents recently may mean that several of your legal documents no longer will match your wishes. It may be necessary to add or change a beneficiary in your will, change the beneficiary clause in your life insurance policy, make a new power of attorney, or have other assistance in understanding the legal meaning of one of these changes. Any questions stemming from one of these or other changes in your family status should be checked, and your local legal assistance office would be a good place to start.

• *Have you ever given anyone a power of attorney?* A power of attorney can be like a blank check, and unless it contains a cutoff date, it could theoretically be good until you die. To revoke it, you must comply with certain local law procedures which may vary from state to state. Do you really need a power of attorney? If you think you need a power of attorney or have one about which you have any question, see your legal assistance officer.

• *How big is your indebtedness?* If you get in debt and fail to make payments, it is likely that your creditors will start writing to your commanding officer. If you do not take action and the complaints continue, your indebtedness could possibly result in your eventual discharge from the Navy. What is the solution? Worry over your financial problems may only hurt your performance. The "easy credit" that is so frequently available may not help, either. Legal assistance does not pay debts, but it may be able to help in coordinating your payments or working out some practical solution for your situation. Check it out!

• *Does more than half of your monthly take-home pay go for credit installment payments?* If your installment payments total more than half of your monthly pay, you may have a problem. Some people think that debt consolidation is the way out of an installment fix but soon find that, instead of having many little headaches during the month, they wind up with one big headache at the end of the month. Debt consolidation generally means extra interest and finance charges and an increase in your overall debt. Additionally, the lower monthly payments feature can give a false sense of security and possibly lead to more purchases, resulting in further payment problems. Merchants in some communities have formed free debt-consolidation and counseling services for their own self-protection—this may be one form of relief. If you are caught in the installment tangle and find yourself paying more than 50 per cent of your take-home pay in credit installments, talk to your legal assistance officer before you are in too deep.

• *Do you contemplate any major installment purchases?* A major installment purchase means you make a contract. Did you know you can take that contract to your legal assistance officer before you sign it to see if it contains any hidden clauses or something that you do not understand? If you try to do this and the salesman discourages you by advising it is "against company policy" to let an unsigned contract out of the sales office, BEWARE! If a salesman does not want you to have your contract looked over by your lawyer before



HAVE YOU HAD YOUR LEGAL CHECKUP?



you sign it, there is probably a very good reason, a reason you are not going to like at a later time. New federal truth-in-lending laws' provisions on interest rates and defective merchandise make thorough investigation of the terms of a major purchase contract worthwhile. If you are unclear as to any terms when negotiating a contract for a major purchase, or if you suspect a problem in an existing contract, bring it in to your legal assistance attorney for review and advice.

- *Do you have income other than your military pay?*

If you have income other than your military pay, it should be reported on your federal income tax return. If not, you may have a problem. Income tax laws require that you report *all* income, from whatever sources, not just from military pay. If you forgot to report some of your income, you had better get an amended return in soon. The problem is not just your federal return. If you hold a "moonlighting" job or have a part-time business—or if your spouse works—you (or your spouse) may be liable for state income taxes to the duty state. The Soldiers' and Sailors' Civil Relief Act does not exempt such income. If you have "outside" income, check with legal assistance.

- *Do you have a complaint about defective or faulty merchandise? Have you purchased appliances which do not work properly? Are you unable to obtain proper repair work? Is it a problem that you cannot resolve by a direct complaint to the merchant or manufacturer?* If so, your legal assistance officer can advise you on the various means available to resolve your consumer problems. In addition to advising you of your legal rights under federal and state consumer protection laws, he can, if appropriate, directly contact the vendor on your behalf. He can also pursue the matter through governmental agencies such as the Federal Trade Commission, and private agencies such as the Better Business Bureau. If it is necessary to go to court to solve the problem, he can advise you on small claims court procedures or assist you in obtaining the services of a civilian attorney.

- *Do you expect to be transferred within the next 12 months?* If you will be leaving an area within the next year, you should talk to your legal assistance officer about getting housing and the problems you could run into when you move. Do you need to change your driver's license? Will you have to register your car in your new duty state? Will you be able to get a "military clause" in your lease at your new duty station? Should you change your voting residence? What moving expenses will be deductible for tax purposes? A little advance planning before you leave your old duty station can make your arrival at your new duty station a lot less troublesome and possibly avoid your being subject to taxation in more than one state. Con-

sult with your legal assistance officer before a move, not after. It could pay dividends by making your move easier and less costly.

- *Have you ever considered federal estate taxes?* Generally speaking, and this is admittedly a simplification, the federal government does not begin to tax the

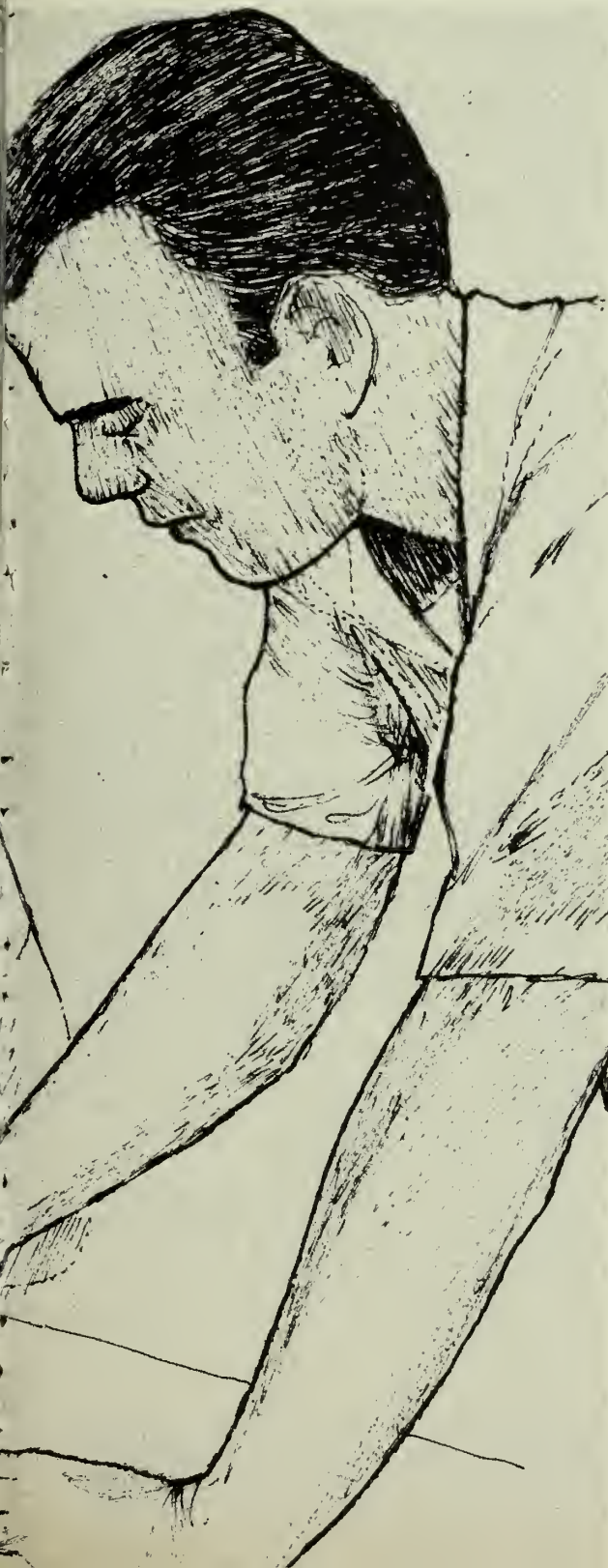


estate of a married person until that estate exceeds \$120,000 net. For this reason, most people do not think about estate taxes. But consider for a minute the fact that, when the second of two married people dies, everything over \$60,000 net is taxed. Have you stopped to consider how much your spouse would be worth if you died tomorrow? Consider all of your life insurance

(perhaps double if you die accidentally), plus the value of your house if you own (mortgage insurance may make it fully paid for), plus your savings, automobile(s), etc., and you might be worth a lot more than you think. Federal estate taxes, and to a lesser extent state inheritance taxes, can be minimized or eliminated with proper planning. See your legal assistance officer if you have any questions.

Twenty Questions

These are the questions asked on Form NAVJAG 5801/10 (Rev. 5-73). If you check any of the shaded boxes, it could indicate that you have a problem that should be discussed with a Legal Assistance officer. Remember, this is for your benefit and is purely voluntary.



	YES	NO
• DO YOU HAVE A WILL?		
• HAVE YOU REVIEWED YOUR WILL WITHIN THE LAST 12 MONTHS?		
• IF YOU ARE MARRIED, DOES YOUR WIFE HAVE A WILL? (IF NOT MARRIED CHECK HERE <input type="checkbox"/>)		
• DOES YOUR SPOUSE (OR PARENTS) KNOW WHERE YOUR IMPORTANT PAPERS ARE KEPT?		
• DID YOU FILE A FEDERAL INCOME TAX RETURN LAST YEAR?		
• DID YOU FILE A STATE INCOME TAX RETURN LAST YEAR?		
• DID YOU VOTE IN THE LAST NATIONAL ELECTION?		
• DO YOU HAVE:		
A. LIABILITY INSURANCE ON YOUR CAR?		
B. LIFE INSURANCE(DO NOT COUNT GOVERNMENT INSURANCE)?		
C. HOUSEHOLD GOODS/PERSONAL PROPERTY INSURANCE?		
• IS YOUR CAR REGISTERED IN YOUR HOME STATE? (IF YOU DO NOT OWN A CAR CHECK HERE <input type="checkbox"/>)		
• IS YOUR CAR REGISTERED IN YOUR NAME ALONE?		
• ARE YOUR AUTOMOBILE LICENSE AND DRIVER'S LICENSE FROM THE SAME STATE?		
• DO YOU OWN ANY PERSONAL FIREARMS?		
• HAVE YOU HAD A CHANGE IN YOUR FAMILY STATUS (MARRIED, DIVORCED, SEPARATED, ADDITIONAL CHILDREN BORN OR ADOPTED) WITHIN LAST 12 MONTHS?		
• HAVE YOU CHANGED OR ATTEMPTED TO CHANGE YOUR LEGAL RESIDENCE IN THE LAST 12 MONTHS?		
• HAVE YOU EVER GIVEN ANYONE A POWER OF ATTORNEY?		
• DO YOUR TOTAL OUTSTANDING DEBTS (DO NOT INCLUDE HOUSE PAYMENTS, RENT OR UTILITIES) AMOUNT TO MORE THAN THREE MONTHS' TAKE-HOME PAY?		
• ARE YOUR MONTHLY CREDIT PAYMENTS MORE THAN ONE-HALF OF YOUR MONTHLY TAKE-HOME PAY?		
• HAVE YOU PURCHASED ANYTHING ON INSTALLMENTS DURING THE PAST SIX MONTHS (CAR, T.V., WASHER, ETC.)?		
• DO YOU HAVE AN INCOME OTHER THAN YOUR MILITARY PAY?		
• DO YOU EXPECT TO BE TRANSFERRED WITHIN THE NEXT 12 MONTHS?		

Futuristic Submarine

A Letter to the Navy from a Young Inventor

People who develop innovative ideas are always of interest to scientists in the Office of Naval Research. Ten-year-old Phillip Charbonneau of Milford, Mass. is such a person.

Phillip recently came up with an idea for a futuristic submarine and sent a detailed, tape-recorded message together with a series of sketches and designs of his sophisticated subsurface invention to the "Navy Department," requesting funds to build it.

Or, the Navy could build it . . . "it doesn't matter," he said.

Futuristic may be an understatement. Phillip's "submarine" is equipped with lasers and protective force fields. Its two gas-diesel engines (two others are in reserve) are capable of lighting 50,000 one-hundred-watt light bulbs, but they would be used primarily to produce "warp" speeds up to 650 miles per hour . . . for 15 minutes . . . "before the ship breaks apart," he explained.

USS *Clothos*, the name Phillip suggests (we presume he refers to *Clotho*—less the "s"—who, in Greek and Roman mythology, is one of the goddesses who control human destiny and life, specifically the spinner of the thread of human life), is to be equipped with ultramodern conveniences, far beyond the imagination of most 10-year-olds.

Sick bay, for example, will match anything Star Trek's *Enterprise* offered, featuring blood and breathing life-support systems. And there will be no galley on *Clotho*, not as we know them today. Instead, each crew compartment, and the captain's "room" (they are identical), will feature individual food machines with entrees categorized alphabetically and accessible by push button. Furthermore, each compartment is equipped with a dishwasher which automatically recycles clean dishes back to the food machine where they are, appropriately, refilled.

Each living space is also equipped with bed, desk and bureau and contains a vistacom or a visual telephone system for interior communications use.

Phillip even included an air recycling plant, a complete laboratory and a conference room, the latter being the general meeting place for the crew where, as the inventor envisions, courts-martial will be held.

There's another compartment which serves as the bridge and houses a large viewing screen on which images can be magnified up to 12 times. It takes the place of old-fashioned periscopes, allowing the entire crew to see the subject together.

Among his plans, Phillip included a design for an underwater hangar into which *Clothos* can be stored when not in operation.

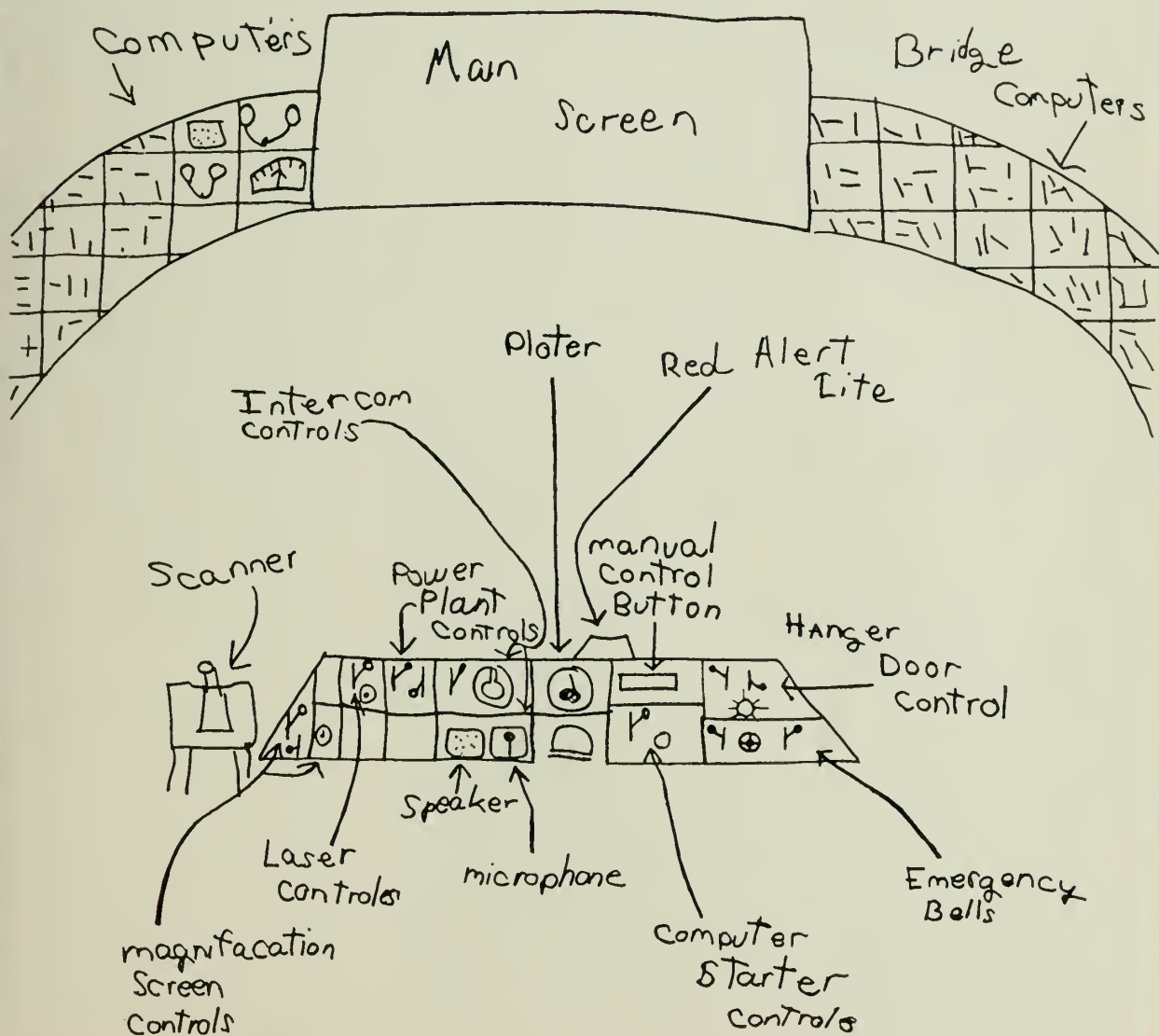
Although the 10-year-old doesn't mind who builds the

sub, he does have some definite ideas about who should command it:

"I would like to be the captain of this ship. Here's why: I have designed the ship. I know what each button and what each circuit does. Now, you give command to a strange captain who's never experienced one of these submarines before, he might push the wrong button, and he might veer off course and head straight

for a land mass and wouldn't know how to stop it. Well, that won't happen as long as I'm there."

What are Phillip's chances of getting funds to build his submarine of the future? With budgets as tight as they are these days, probably not as good as are his chances of someday being the skipper of a real Navy submarine. At any rate, the Navy recruiter in Milford has been alerted to the prospect.



letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, (NOP-00723) Navy Internal Relations Activity, Office of the Chief of Information, Washington, D. C. 20360.

Canal Transit

SIR: On page 61 of your October 1975 issue you state that USS *Trippe* (FF 1075) and USS *Joseph Hewes* (FF 1078) were the first commissioned U. S. Navy ships to transit the entire Suez Canal since USS *Intrepid* (CV 11) did so in 1967.

If you mean that they are the first commissioned U. S. Navy ships to transit the entire canal after its official reopening on 5 Jun 1975, then you are correct. If this is not the case, then you are wrong. USS *Escape* (ARS 6) transited the canal in both directions on several occasions between 15 Dec 1974 and 24 Mar 1975. She was followed by USS *Opportune* (ARS 41) which made a north-to-south transit between 24 Mar 1975 and 6 Apr 1975, followed by several more in both directions prior to 5 Jun 1975.

In addition, USS *Opportune* was in Ismailia, Egypt, along with USS *Little Rock*, taking part in the reopening ceremonies.

Escape, *Opportune*, *Inchon* and a few other ships spent too many long, arduous months in clearance operations under extreme hardships in the canal to take second billing to all the behemoths.—RM3 J. H. S., USS *Opportune*.

• Thanks for writing on behalf of your ship and the others that have served in the canal clearance project.—ED.

Women at Sea

SIR: I read with great interest the article in the September issue of ALL HANDS on women at sea. I agree that women do have a place at sea and can handle the job requirements. However, I do have a couple of questions.

One, why were unmarried women without dependents chosen? This consideration is never given to men. Also, why was their privacy thought so much of? Again, men are expected to put up with the rigors of being at sea (Navy showers, etc.). If women really do want to go to sea they should be prepared for the hardships just like their male counterparts. I don't believe that any special considerations, other than the obvious, should be made.—EW1 J. E.

• The assignment of women to shipboard duty was a pilot program, and it was felt that the basic evaluation of this program could be unduly complicated by assigning married women to USS Sanctuary. The Navy was moving into a new area; it was prudent to proceed step by step.

Almost every individual in the Navy has mentioned the lack of privacy in relating to shipboard living conditions at one time or another. This fact was reiterated by both male and female personnel of Sanctuary during the evaluation of the program. Since this was a new experience for women, they expressed a greater concern about habitability.—ED.

WO Reverting

SIR: Perhaps you can help me answer two questions for which I am unable to find any applicable instructions. First, if a warrant officer voluntarily reverts to his permanent enlisted grade, how is his eligibility for sea/shore rotation determined? I know that when he is advancing from enlisted to warrant, the type of enlisted duty is disregarded and sea/shore rotation starts from scratch. When a WO reverts to enlisted status, does sea/shore rotation take any previous enlisted or officer duty into account or does sea/shore rotation again start from scratch?

Second, upon reversion with continuance on active duty, is there any minimum requirement for length of service before he can request transfer to the Fleet Reserve? SecNav Instruction 1920.2A does not address this.—CWO3 T. E. G.

• Sea/shore rotation credit earned while assigned as a warrant officer is not creditable in event the member reverts to enlisted status. Initial assignment would be made consistent with needs of the service at the time.

Warrant officers and commissioned officers may submit an application for transfer to the Fleet Reserve, with the understanding that reversion to permanent enlisted grade would be accomplished the day preceding the Fleet Reserve transfer date. However, a member who desires continuation on active duty subsequent to reversion to permanent enlisted grade must have a minimum of one year on board present duty station, plus comply with any other requirements outlined in BuPers Manual 3855180 before transferring to the Fleet Reserve.—ED.

Fleet Reserve Transfer

SIR: I enlisted 9 Nov 56 and have no broken service. I have requested transfer to Fleet Reserve with 19 years, three months' actual service and nine months' constructive time. That transfer date has been approved tentatively by the Bureau of Personnel. I have heard that I should have asked for a date 10 days after the transfer date as a "buffer." Is this fact or fiction?

Also, I have heard that a person can be completely processed for transfer to the Fleet Reserve at a selected separation center, take all accrued leave and, upon expiration of that leave become a member of the Fleet Reserve without ever returning to any separation center. Is that true?—CTMC V. L. C., USN.

• A member who has served on active duty for 19 years and six months (including constructive service) is eligible for transfer to the Fleet Reserve. Those members transferring to the Fleet Reserve with exactly 19 years and six months of active service (including constructive service) should request a date 10 days beyond their eligibility date but this is not mandatory. This 10-day period will allow for any unusual circumstance which could occur at time of transfer, such as transfer date falling on a weekend or holiday, thus causing an earlier transfer date.

Should an individual be transferred to the Fleet Reserve even one day early (causing less than 19 years and six months of service), the individual would not be eligible to receive retainer pay. However, since you will transfer to the

Fleet Reserve with approximately 20 years' service (including constructive service), this additional 10-day period is not necessary.

SecNavNote 1050, dated 12 Mar 1975, outlines the guidelines whereby a member may be granted leave at the time of retirement/transfer to the Fleet Reserve and need not return to a separation activity to effect the transfer to the Fleet Reserve/retirement.—ED.

Vesuvius Eruption

SIR: In July 1975 "Letters," you asked if anyone could top the story of "Sand Dunes on the Fantail."

I don't know if this tops it, but I was aboard USS *Philadelphia* (CL 41), anchored off Pompeii, Italy, when Mt. Vesuvius erupted in 1944.

At first it was quite a sight to see the red-hot, molten lava spilling over the top, especially at night. But after a few days, the volcano began to smolder and smoke just poured out.

The smoke became so thick, we had to secure our ventilation system. By the time we weighed anchor, we were covered with this very fine soot that had to be shoveled and swept away. The guns and fire control equipment all had to be taken apart and cleaned thoroughly.—QMC R. Z. G., USN (Ret).

• Thanks for sharing your experience with us. Yes, we think it topped the ocean-going sand dunes.—ED.

Mythical Station

SIR: I have stumbled onto a weird, but plausible, legend. It is alleged that the eight-foot-square plot of ground on which the naval rifle in the enclosed photos is found was declared by Congress to be a U. S. naval station. It appears that this was done for the accommodation of Josephus Daniels, SecNav under President Woodrow Wilson, when he left office. It seems that Mr. Daniels wanted a gun from "his flagship" as a memento of his tenure. In order to circumnavigate the laws which forbid that naval guns be given to civilians, Congress allegedly declared a portion of Mr. Daniels' front yard to be a naval station, and directed that the gun should be mounted on it. It seems that Mr. Daniels was a popular person.

The house in the enclosed photos is the former home of the Hon. Josephus Daniels. It is located at 1520 Caswell St., Raleigh, N. C. The property was bought from the Daniels family on 31 Dec 1950

by a corporation headed by the W. G. Hill Lodge #218, Ancient Free and Accepted Masons, North Carolina. Two of the trustees of the board of that corporation have told me that the naval station is not mentioned in the deed.

I will research the matter further from this end. I suggest that a grapevine inquiry among the old hands in the distant corners of Congress would not take much effort and might be fruitful. Perhaps a file fluffer from Foggy Bottom just might remember such legislation.—HMC Robert H. Faulkner, USNFR.

• We can tell you what we found out and then our readers can judge for themselves which one is the correct version. At any rate, it makes an interesting account.

First, the Naval Facilities Engineering Command advised they have nothing in their records to support this story. They also said that an official naval station would have to have personnel assigned to it.

The Naval History Division reports they have received numerous inquiries in the past about this story from persons in North Carolina, but cannot verify it. They said they consider it to be a myth. Those at the Navy Department Library have not been able to locate any information on the subject either.

The Office of the Judge Advocate General has nothing to add to the foregoing.

ALL HANDS turned to a member of the family of former SecNav Daniels himself, for enlightenment. Frank A. Daniels, son of Josephus, passed on two newspaper articles by columnist Jack Aulis. The first article repeated the account along the lines of your description with the additional claim that the Navy "commissioned it (the spot where the gun was to be placed) and put the gun there and then decommissioned it."

A followup column gives a somewhat different account which is said to have come (indirectly) from a former naval officer on the scene at the time. According to this, ex-SecNav Daniels did indeed write to Edwin Denby, who had succeeded him, asking for one of the captured three-inch naval antisubmarine guns taken from the German liner Kronprinzessin Cecilie in World War I. When the Navy's legal experts said such a transfer could not be made to an individual, a letter explaining this to Daniels was prepared for Secretary Denby's signature. A few days later the letter came back with a note from Denby scrawled in the corner saying: "Aw hell—give Joe his gun."

It seems that Daniels got his gun (see the photos on this page) but whether or not a piece of his front yard was actually commissioned a naval station is not clear. Fact or myth—we can't say for sure. Perhaps someone in the ALL HANDS audience can throw more light on this mystery.—ED.



A German antisubmarine gun sits on an eight-foot-square plot at Raleigh, N. C., in front of the former home of Josephus Daniels, SecNav under President Woodrow Wilson.

• USS *Baltimore* (CA 68)—in Boston, Mass. Contact Earl Harding, 187 Clever Rd., McKees Rocks, Pa. 15136.

• LST 1141—Some time in 1977. Contact E. H. Sallee, R. R. #1, Bowling Green, Mo. 63334.

• 115th Naval Construction Battalion (WW II Seabees)—29 Jul-1 Aug 1976 at Pittsburgh, Pa. Contact Edward C. Plummer, 5023 E. Naomi St., Indianapolis, Ind. 46203. Phone 317-359-6990.

• USS *Oklahoma* (BB 37)—29 Apr-2 May 1976 in Oklahoma City, Okla., for all personnel who ever served on board. Contact Clarence Q. Knight, Rt. 2, Box 166-A, Leesburg, Va. 22075.

• *Okinawa Survivors' Reunion*—7-9 May 1976, in Columbus, Ohio. In honor of the men killed in action aboard the destroyers sunk in the Battle for Okinawa: USS *Halligan* (DD 584), USS *Bush* (DD 529), USS *Colhoun* (DD 801), USS Mannert L. Abele (DD 733) and USS *Pringle* (DD 477). Contact Andrew Bontjes, RR #3, Lot #113, Rochelle, Ill. 60168.

• USS *Missouri* (BB 63)—WW II members of USS *Missouri* Association, Inc., have voted to extend membership to all who served in her from Jun 1944 to Feb 1955. A 1976 reunion will be held 3-6 Jul at Seattle/Bremerton, Wash., and on 4 Jul on board the Mq. On 6 Jul the reunion will continue on to Honolulu, Hawaii, for one week where shipmates will pay their respects at the USS *Arizona* Memorial at Pearl Harbor. Contact Thomas F. Fluck, Corresponding Secretary, USS *Missouri* Association, Inc., 258 W. Clarks-town Rd., Spring Valley, N. Y., phone 914-352-7855, for information on the reunion and membership in the association.

• USS *Burke* (DE 215, APD 65)—August 1976. For details contact J. R. Kennedy, 71 So. Village Ave., Rockville Centre, N. Y. 11570.

• USS *LST 556*—Reunion planned for those who served in her from 1944-1946, to be held in Las Vegas in 1976. Contact D. A. Serio, 4759 Belwood Green, Baltimore, Md. 21227.

• USS *Mobile* (CL 63)—Reunion planned for those who served in her and their families on board the cruise liner *ss Emerald Seas*. Cruise departs Miami, Fla., 16 Jul 1976, visits Nassau and returns to Miami on 19 Jul 1976. Reservations must be made before 1 Jun 1976. Contact Captain E. W. Rogers, Central United Meth. Church,

Ship Reunions

News of reunions of ships and organizations is carried in this column from time to time. In planning a reunion, best results are obtained by notifying the Editor, ALL HANDS Magazine, Navy Internal Relations Activity, Department of the Navy, Room 1044, Crystal Plaza No. 6, Jefferson Davis Highway, Washington, D. C. 20360, four months in advance.

P. O. Box 5055, Spartanburg, S. C. 29304.

• USS *White Marsh* (LSD 8)—Reunion is proposed for those who served in her from commissioning until June 1946, to be held some time in summer 1976. Contact Don L. Litzelfelner, P.O. Box 477, Hamilton, Ohio 45012.

• USS *Smith* (DD 378)—Reunion is planned for 22-24 Jul 1976 in Milwaukee, Wis. Contact Maurice A. Martin, 4907 33rd Ave., Kenosha, Wis. 53140.

• USS *Iowa* (BB 61)—A reunion is proposed for some time in the future. Former crewmembers who are interested contact ETC Logan Hutson, USNR-R, Route 1, Box 31C, England, Ark. 72046.

• USS *Lexington* (CV 2)—The 23rd reunion is planned for crew, squadrons and Marines who served in her from 1927 to 8 May 1942. To be held 14-17 Jul 1976 in San Diego. Contact LCDR Walter D. Reed, USN (Ret), 5410 Broadway #105, Oakland, Calif. 94618.

• USS *Ticonderoga* (CV CVA CVS 14)—The fifth annual reunion for crew and officers is planned for 14-16 May 1976 in Ticonderoga, N. Y. Contact Walter Kruczynski, 917 Pennsylvania Ave., Schenectady, N. Y. 12303.

• USS *Wasp* (CV 18)—A reunion for men who served in her during WW II is planned for late June 1976 in Kansas City, Mo. Please contact promptly Larry F. Martin, 5030 N. Park Ave., Kansas City, Mo. 64118. Telephone 454-2694.

• U. S. Naval Group *China Vets*, The Sino-American Cooperative Organization (SACO)—The 22nd annual reunion is planned for 17-20 Jun 1976 in Cherry Hill, N. J. Contact Convention Chairman Harold Bonin, 26 West 44th St., New York, N. Y. 10036, or CDR Joe Meyertholen, 206 W. Van Buren Ave., Glassboro, N. J. 08028.

• USS *Coral Sea*—The commissioning crew's 30th anniversary re-

union is planned for 1 Oct 1977. Those interested contact William J. Flynn, 1511 Eton Way, Crofton, Md. 21114.

• USS *Benner* (DD 807)—A reunion is planned for 9-11 Jul 1976. Contact Charles H. Albert, 1222 Eighth Street, North Catasauqua, Pa. 18032.

• USS *Chandeleur* (AV 10)—A reunion of the WW II crewmembers is planned for 6-8 Aug 1976 in Norfolk, Va. Contact Mrs. Kenneth E. Boyd, Rt. 4, Box 145, Culpeper, Va. 22701.

• USS *Silverstein* (DE 534)—Reunion proposed for those who served in her from commissioning in 1944 to her decommissioning. Time and place to be designated by mutual consent. Contact James H. Denver, 63 Eleanor Road, Springfield, Mass. 01108.

• USS *LST 556*—Reunion planned for those who served in her from 1944-1946, to be held in Las Vegas in 1976. Contact D. A. Serio, 4759 Belwood Green, Baltimore, Md. 21227.

• USS *Mobile* (CL 63)—Reunion planned for those who served in her and their families on board the cruise liner *ss Emerald Seas*. Cruise departs Miami, Fla., 16 Jul 1976, visits Nassau and returns to Miami on 19 Jul 1976. Reservations must be made before 1 Jun 1976. Contact Captain E. W. Rogers, Central United Meth. Church, P. O. Box 5055, Spartanburg, S. C. 29304.

• USS *White Marsh* (LSD 8)—Reunion is proposed for those who served in her from commissioning until June 1946. To be held some time in summer 1976. Contact Don L. Litzelfelner, P.O. Box 477, Hamilton, Ohio 45012.

• USS *Smith* (DD 378)—Reunion is planned for 22-24 Jul 1976 in Milwaukee, Wis. Contact Maurice A. Martin, 4907 33rd Ave., Kenosha, Wis. 53140.

• USS *Iowa* (BB 61)—A reunion is proposed for some time in the future. Former crewmembers who are interested contact ETC Logan Hutson USNR-R, Route 1, Box 31C, England, Ark. 72046.

• USS *Lexington* (CV 2)—The 23rd reunion is planned for crew, squadrons and Marines who served in her from 1927 to 8 May 1942. To be held 14-17 Jul 1976 in San Diego. Contact LCDR Walter D. Reed, USN (Ret), 5410 Broadway #105, Oakland, Calif. 94618.

STG1 Dale W. Knox



"I sure hope this is someone's idea of a joke."

serious on the side

HM1 Michael F. Mitchell



"You'd think after 200 years, the Navy would've come up with a better way to do this."

CTA3 Robert Hobbs, Jr.



"Yes, sir, this'll be the biggest ship we ever built!"



"... Then I saw 'im siphoning a jet from the airfield for some gas ... I

DM1 Edwin E. Markham, Jr.



TAFFRAIL TALK

An LTJG at 85

When you are 85 years old and have been retired from active military service for more than 37 years, you would expect that nothing much new could happen to you . . . right? Wrong.

For Walter S. Newmann of Pensacola, Fla., a retired Navy chief since 1938, retired life has begun anew. The Secretary of the Navy notified Newmann that he is actually a lieutenant (jg) in the retired ranks, with a date of rank of 1938 and with back pay computed to that date.

The change in status came after Newmann responded to a notice in a retired personnel newsletter, offering proof that he had once held rank as a first lieutenant in the U. S. Army.

Transition is nothing new to Newmann. He started out his service career in 1907, when at 17 he became part of the crew of USS *Illinois* (BB 7) and toured the world with the Great White Fleet. Records show that battleship left Hampton Roads, Va., in late 1907, met up with Pacific Fleet units in San Francisco Bay in May 1908, then set off for visits to Australia, Japan and India.

Recalling his early Navy days, Newmann said that all recruits were then required to spend a week aboard USS *Constellation*, the fabled sailing ship that even then was more than 100 years old.

"We had to learn how to sleep in hammocks on *Constellation* and every day we had to climb the rigging in our bare feet," he recalled. "They used to flood the decks with salt water so our feet wouldn't freeze during the daily climbing exercise."

Ending his enlistment as an ordinary seaman in 1910, Newmann joined the U. S. Army as a private and volunteered for service in the Philippines. He volunteered again when he arrived overseas and found himself in China with a mixed troop of soldiers from France, Belgium and the British Isles. Later he served with some of the same buddies who were with him in China on Mexican border duty.

When the U. S. entered World War I, Newmann was involved in three offensives on the Western Front, earning the Purple Heart. Starting as a sergeant, he was discharged as a first lieutenant.

Newmann then went to El Paso to visit old friends from border patrol days. While he was there, a Navy recruiter sold him on naval aviation. "Before long I was on my way to Great Lakes, to be trained as an aviation mechanic," Newmann said.

Because he had knowledge of the workings of the internal combustion engine, Newmann wound up as an instructor at the Lakes. In 1922 he reenlisted and went to Philadelphia for training as an aviation rigger. He was one of the early riggers and also worked on a device that was to revolutionize aviation at sea, the catapult. From 1922 to 1938 he remained on active duty until retirement as a permanent chief aviation mechanic.

Although his military days ended in 1938, Newmann has recorded another 20 years of service to the Navy as a Civil Service employee at NAS Pensacola.

The recent commissioning as a lieutenant (jg)—at the age of 85—resulted from a note that Newmann saw in a Retired Naval Personnel Newsletter. The notice stated that some retirees might not be aware that they rated retirement under the "highest rank held" rule. Newmann showed proof of his WW I commission.

The Secretary of the Navy set Newmann's retirement date as his date of rank as a Navy officer.

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RIGHT: The ammunition ship USS Kiska (AE 35) looks the picture of power as she glides smoothly through calm seas.



HAPPY 200th BIRTHDAY TO THE NATION AND ITS HEROES



ALL HANDS



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e: NAVY'S ROLE IN NATO

MARCH 1976



ALL HANDS

MAGAZINE OF THE U. S. NAVY—53rd YEAR OF PUBLICATION

MARCH 1976

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Left: A fleet in the making—nine new Spruance-class destroyers in various stages of construction at Pascagoula, Miss.

Front cover: A British F-4K Phantom II is launched from the USS Independence (CV 62) during NATO Operation Ocean Safari. For a report on this multinational operation and the Navy's role in NATO, see the articles beginning on the following page.



10 DAYS IN NOVEMBER





When ships from six NATO countries got underway for Exercise Ocean Safari in the North Atlantic last November, the Soviet Navy was waiting—and watching. In a surveillance effort that saw a record 30 Soviet aircraft overfly the NATO task force in a single day, the Russians observed NATO's unique ability to coordinate complicated naval operations in adverse weather conditions.

"Ocean Safari," the largest NATO maritime exercise of 1975—undertaken by some 65 ships, hundreds of aircraft and more than 17,000 Navy and Marine personnel from Alliance nations, including the United States of America—was conducted in the Eastern North Atlantic and the Norwegian Sea.

The planning that preceded it took place at the headquarters of the Supreme Allied Commander Atlantic (SACLANT) in Norfolk, Va. It followed an announcement by SACLANT, Admiral Isaac C. Kidd, Jr., at NATO's international headquarters in Brussels, Belgium. Purpose of the operation was "to exercise, improve and demonstrate the readiness and effectiveness of NATO forces at sea and NATO headquarters ashore."

Specifically, the training provided in Operation Safari was designed to carry out a twofold mission: maintain-



Left: Three NATO navies, Canada, United Kingdom, and U. S., are represented in this Command Center discussion aboard the Striking Fleet flagship USS Albany (CG 10). Ships of six nations, including the Netherlands, West Germany and Norway, participated in the NATO operation. Above left: American and British fly their colors side by side. Right: VADM John J. Shanahan (left) and CAPT John E. Marshall observe maneuvers from the bridge of USS Albany while en route to northern Europe.

ing control of vital sea-lanes, and providing carrier air support to the Allied Command Europe.

The Brussels news conference announcing the NATO exercise was well attended, and not only by NATO nation newspapers. The Soviet navy was obviously listening. As it turned out, even the Peoples' Republic of China was listening. For the first time in memory, the nationally managed New China News Agency reported on a NATO at-sea exercise.

Including the record 30 surveillance flights in one day, total surveillance flights by the Soviets numbered more than 80 during the operation.

Surface surveillance by the USSR was carried out by several intelligence collection ships and two *Kresta*

OPERATION SAFARI

II cruisers. In addition, at a post-exercise conference, Admiral Sir John Treacher, RN, who controlled exercises forces from his headquarters in Northwood, England, revealed that "several" Soviet submarines also monitored the exercise at sea.

The exercise they observed followed a scenario that had a hypothetical adversary bringing to bear military and political pressure against a NATO member nation, Norway. NATO forces deployed at sea and ashore to defend Norway and the interests of NATO. (For a listing of the ships and units from NATO nations participating, in addition to the U. S. Navy, see the box on this page.)

As the commencement date of the exercise approached, U. S. ships and aircraft deployed from various East Coast home ports, while others came from the Sixth Fleet in the Mediterranean. U. S. Navy units included the staffs of Striking Fleet Atlantic (Com-



mander Second Fleet) and Commander Carrier Strike Force (Commander Carrier Group Six).

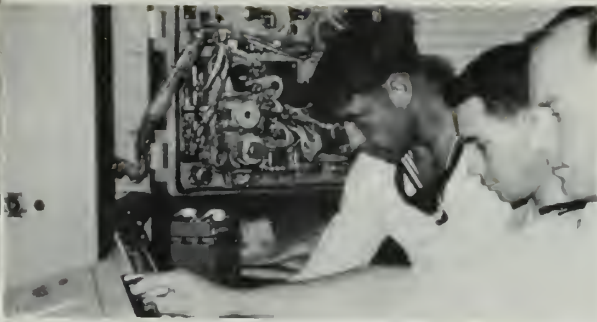
Surface combatant units operating as "Blue," or friendly (NATO) forces were the carrier *Independence* (CV 62) in company with guided missile cruisers *Albany* (CG 10), *Josephus Daniels* (CG 27) and *Richmond K. Turner* (CG 20). Additionally, *Mitscher* (DDG 35), *Forrest Sherman* (DD 931), *Bowen* (FF 1079), *Paul* (FF 1080) and *Ainsworth* (FF 1090) participated. Also *Macdonough* (DDG 39), flagship for the NATO Standing Naval Force Atlantic, led her squadron of NATO frigates and corvettes.

The replenishment ships *Caloosahatchee* (AO 98) and

Participating ships are, top: USS Paul (FF 1080) and above: HMCS Frazer (FF). Top right: A preliminary to NATO exercises is an extensive training program where personnel of member nations become versed in each other's equipment. Center: NATO ships underway during an earlier operation. Bottom: Crew is assembled for morning quarters aboard Canadian frigate HMCS Skeena, one of the ships participating in Operation Safari.

Kalamazoo (AOR 6) refueled the NATO force while the submarines *William H. Bates* (SSN 680), *Sturgeon* (SSN 637) and *Bergall* (SSN 667) silently went about the business of hunting and listening for the undersea threat of the "Orange" forces.

Independence, along with the Royal Navy's attack



carrier *Ark Royal* and the ASW carrier *Hermes*, was the heart of the striking fleet, while P-3 *Orions* from Patrol Squadrons 10 and 56 flew ASW missions in support of Ocean Safari. The U. S. Navy units rendezvoused west of Scotland as fleet air units got in some valuable practice.

The next phase of Operation Safari got underway when the hypothetical situation "worsened" in Norway, and the task force made preparations to move north into the Norwegian Sea. The area and time were specially selected to give the participants the opportunity to operate in bad weather. Together, they added



up to a "miserable place to operate."

Meanwhile, at SACLANT headquarters in Norfolk, some two dozen Naval Reservists from the state of Utah had reported for duty. The men and women comprise the ACLANT 120 unit based at the Naval and Marine Corps Reserve Center at Ft. Douglas in Salt Lake City. It is one of four Reserve units that have been specifically earmarked to serve with NATO headquarters for two weeks' active duty each year.

The 30-ship striking fleet, consisting of three task groups, proceeded north from the west coast of Scotland, heading into adverse weather and sea conditions. The Striking Fleet (Blue) was opposed by the aggressor (Orange) force, including surface, subsurface and air units.

As the scenario pressure mounted, Norway began taking hypothetical unilateral actions against its harassers while asking Alliance members for assistance.

ASW operations had begun during this phase with U. S. and other NATO patrol aircraft flying from alliance airfields. The task group provided air and surface strike capabilities in support of the threatened nation and the ASW group maintained open sea-lanes for both naval

OPERATION SAFARI



land, Norway and other Alliance countries by carrier-on-board delivery aircraft reported the action of Ocean Safari, highlighting the intense Soviet interest.

As the scenario unwound, the NATO Striking Fleet successfully launched air support for its Norwegian friends and hypothetical harassers were repelled.

At noon on 20 November, the ships proceeded toward Rosyth, Scotland, and other European ports. While the crews prepared to go ashore for a few days of liberty, NATO planners would review the exercise.

In discussing the need to keep the sea-lanes open, Admiral Kidd noted that on any given day there are 3000 commercial ships at sea in the Atlantic and another 3000 in Atlantic ports.

With the commercial sea-lanes more important today



and commercial traffic.

U. S. units tasked to act as Ocean Safari "bad guys" were *Farragut* (DDG 37) and *Lawrence* (DDG 4) in addition to the submarines *Gato* (SSN 615), *Silversides* (SSN 679) and *Nautilus* (SSN 571).

As the large NATO fleet steamed into the Norwegian Sea, Soviet surveillance intensified. Two Soviet *Kresta II* cruisers practically joined the task force, along with several Soviet AGIs. They were obviously interested in seeing how the NATO units performed. The Soviet surface and subsurface surveillance continued to the end of the exercise.

The Russian interest in Ocean Safari did not go unnoticed by the NATO planners or the free world press. European journalists flown to the task force from Scot-





Soviet ships and aircraft observing Operation Safari included the following types: left top, Kresta II cruiser; center, intelligence ship; bottom, Hormone helicopter; above, long-range reconnaissance Bear aircraft. Right: VADM John J. Shanahan watches a passing ship from the bridge of his flagship.

than ever before and the Soviet Navy's capabilities significantly improved, "readiness is the key," said Admiral Kidd.

Ocean Safari was specifically tasked with establishing control over a sea area in order to enable NATO's Striking Fleet Atlantic to come to the aid of a "threatened" NATO nation. Such exercises allow NATO commanders to assess the readiness of their forces and to improve that readiness.

Part of a 75-day deployment for U. S. crews, Ocean Safari served to demonstrate NATO's ability to carry out extended operations at sea in all weather conditions. In addition to putting plans and procedures to the test, the exercise also demonstrated the strength of NATO at sea.

The results—in the eyes of the NATO units participating—were impressive. Summing up the worth of Ocean Safari, the senior at-sea commander, Vice Admiral John J. Shanahan, USN, said, "There is no substitute for sustained at-sea operations if you want to stay healthy."



The feature article on Ocean Safari covers the various roles of the U. S. Navy ships which participated in this exercise. Here's a listing of the other allied ships and units which took part in the operation.

BRITISH

HMS Ark Royal (CVA)
HMS Danae (FF)
HMS Hermes (CVS)
HMS Blake (CCH)
HMS Galatea (FF)
HMS Devonshire (DLG)
HMS Eskimo (FF)
HMS Tartar (FF)
RFA* Regent (AEFS)
RFA Lyness (AVS)
RFA Olmmeda (AOFL)
RFA Olwen (AOFL)
RFA Pearleaf (AOS)
RFA Olva (AAFL)
HMS Bacchante (FF)
HMS Sovereign (SSN)

HMS Finwhale (SS)
HMS Otter (SS)
HMS Osiris (SS)
HMS Juno (FF)
HMS Rorqual (SS)

*Royal Fleet Auxiliary

THE NETHERLANDS

HNLMS Evertsen (FF)
HNLMS Van Galen (FF)
HNLMS Tjerk Hiddes (FF)
HNLMS Isaac Sweers (FF)
HNLMS Zuiderkruis (AOR)
HNLMS Zwaardvis (SS)
HNLMS Tijgerhaai (SS)
HNLMS Dolfijn (SS)

NORWEGIAN

HNOMS Stavanger (DE)
HNOMS Kinn (SSC)
HNOMS Kunna (SSC)

GERMAN

FGS Schleswig-Holstein (DD)
FGS Lutjens (DD)
FGS Emsland (AO)
FGS U-18 (SSC)
FGS U-19 (SSC)

CANADIAN

HMCS Frazer (FF)
HMCS Nipigon (FF)

HMCS Skeena (FF)
HMCS Preserver (AOR)

ALLIED AIRCRAFT

Norwegian F-5s (Freedom Fighters)
Norwegian F-104s (Starfighters)
British Buccaneers
British Canberras
British Nimrods
British Vulcans
German F-104s (Starfighters)
German Atlantics
Dutch Neptunes

THE SACLANT STORY



The NATO Navies In The Atlantic

Seven weeks after the capitulation of Nazi Germany and six weeks before the defeat of Japan, representatives of 50 nations signed the United Nations Charter in San Francisco.

The date was 26 Jun 1945, and the world hoped it had at last learned how to keep peace.

Within four years, 10 European countries found themselves faced by a threat, the nature of which necessitated a more specific protection than that afforded by the UN Charter.

The charter contained a provision stipulating the right of its members, individually or collectively, to defend themselves against possible armed attack. The 10 European nations turned to the United States and Canada to underwrite their pledge of mutual security and on 4 Apr 1949, the North Atlantic Treaty was signed.

In those 45 months, from June 1945 to April 1949, several things happened to convince the 12 countries of the need for a regional defense alliance.

The defeat of two great military and industrial powers, Germany and Japan, had left an immense vacuum to the east and west of the Soviet Union. Taking advantage of such favorable circumstances, the Soviet Union made use of the combined strength of the Red Army and world communism to pursue an expansionist policy which was soon to threaten peace and collective security.

After the German surrender, the Western democracies, true to their wartime pledges and to public demand, began to demobilize. The U. S. and the United Kingdom quickly withdrew the bulk of their armed forces from Europe. They demobilized most of their troops, with the exception of occupation forces and units committed in other parts of the world.

The armed strength of the Allied Forces in Europe at the time of the surrender of Germany was about 5 million men. One year later, their armed strength was about 880,000.

The Soviet Union maintained its armed forces at a wartime level. Men under arms amounted to more than 4 million. And it maintained its war industries.

On the political side, the western powers tried conciliation. They made many efforts to reach agreements with the Soviets and to make the UN an effective instrument of peace. They met with obstruction.

Soviet territorial expansion under Stalin had already begun during the war with the annexation of Estonia,



Latvia and Lithuania, together with certain parts of Finland, Poland, Rumania, Northeastern Germany and Eastern Czechoslovakia, an area of about 180,000 square miles occupied by more than 23 million people.

Confronted with Soviet expansion, the free countries of Western Europe recognized a need to seek the means of guaranteeing their freedom and security.

On 4 Apr 1949, 12 nations established the North Atlantic Treaty Organization (NATO). The 12 original signatories are Belgium, Canada, Denmark, France, Iceland, Italy, Luxembourg, The Netherlands, Norway, Portugal, United Kingdom and United States.

Subsequently, three other countries joined the Treaty. Greece and Turkey were invited to join and formally acceded 18 Feb 1952. The Federal Republic of Germany became a member 9 May 1955.

The North Atlantic Treaty consists of a preamble and 14 articles. The preamble outlines the treaty's main features. It is a treaty of alliance, within the framework of the UN Charter, for the defense of a way of life not only by military means but also through cooperation in political, economic, social and cultural fields.

Article Five contains one of the Treaty's most important provisions: "The Parties agree that an armed

force, as each member nation deems necessary.

Each country is free to take whatever action it judges necessary. Every armed attack does not necessarily call for an automatic declaration of general war. The Greece-Turkey situation over Cyprus and the British-Icelandic cod war are two recent examples.

The question of revising the Treaty has never been raised. Even the French and Greek governments' decision to withdraw from the integrated military commands did not necessitate any alterations to the original Treaty because it has proved possible by negotiation to reconcile this decision to existing arrangements.



Above: NATO ships at sunset. Left: ADM Isaac C. Kidd, Jr., SACLAN, overall commander of this year's exercise, Ocean Safari, arrives on board USS Albany (CG 10).

attack against one or more of them in Europe or North America shall be considered an attack against them all." It was designed to serve as a warning to any would-be aggressor that he cannot hope to attain even a limited military objective.

The article goes on to define the obligations of countries in the event of armed attack. They must at once, individually and in concert with the other members, take such action, including the use of armed

The highest authority in NATO is the Secretary General, presently Dr. Joseph Luns, a former foreign minister of The Netherlands. The Permanent Representatives to the North Atlantic Council are ambassadors from their individual nations to NATO and they meet almost weekly. The foreign ministers of the NATO nations meet in Brussels at least twice a year.

Next in the NATO chain of command is the Defense Planning Committee (DPC) composed of the defense ministers of the NATO countries. The DPC meets at least twice a year.

Under the DPC is the Military Committee, the highest

THE SACLANT STORY

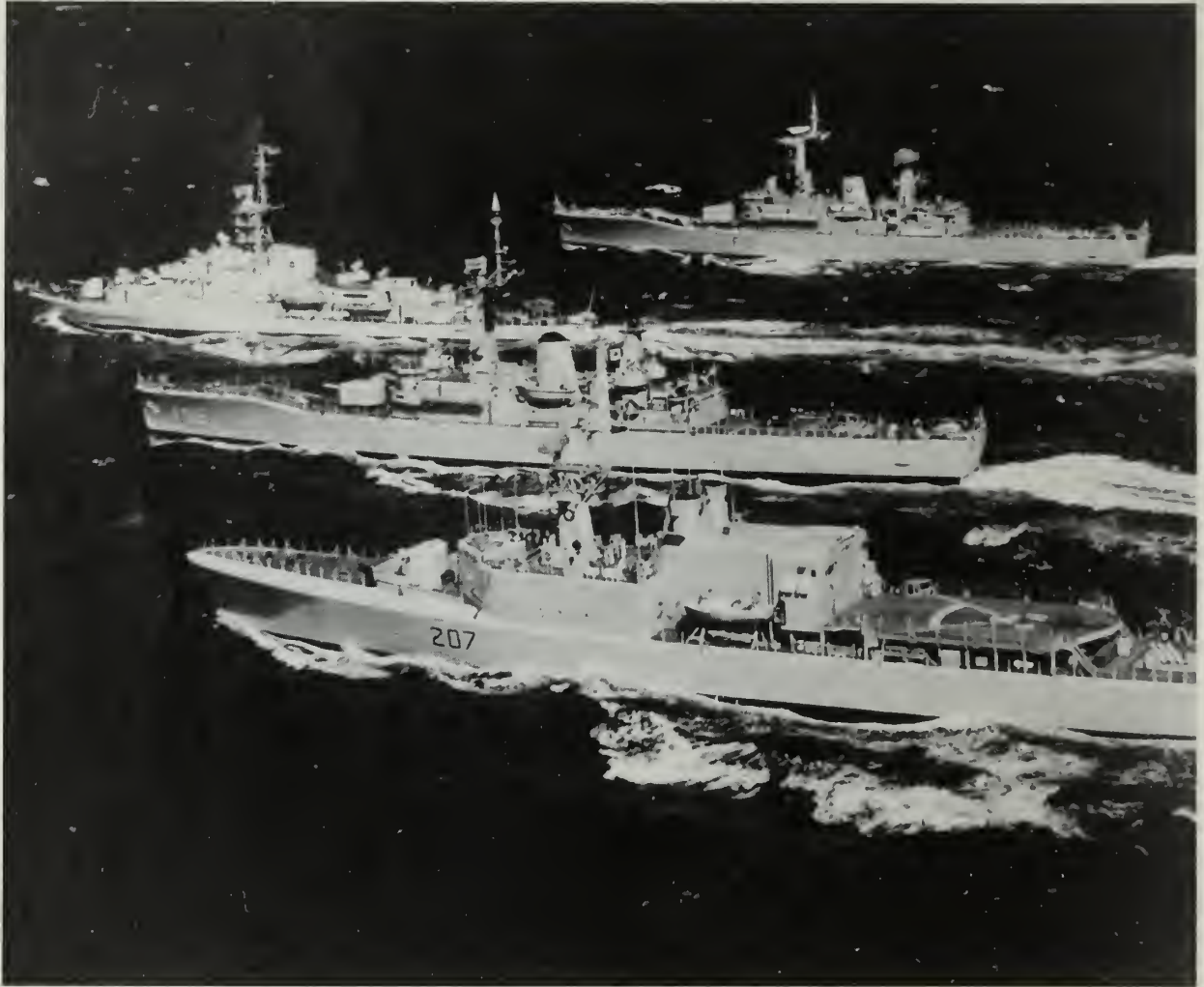
military authority in NATO. It is composed of the chief of staff of each member nation except France, Greece and Iceland. France and Greece are represented by the heads of their military missions. As Iceland has no armed forces, she is represented by a civilian.

The U. S. representative on the Military Committee is U. S. Air Force General George S. Brown, Chairman of the Joint Chiefs of Staff. General Brown is permanently represented in Brussels at the NATO headquarters by U. S. Navy Admiral John P. Weinel.

SACLANT's area of responsibility extends from the North Pole to the Tropic of Cancer and from the coastal waters of North America to those of Europe and Africa, including Portugal, but not including the English Channel and the British Isles.

The Allied Command Atlantic was established 10 Apr 1952. Its geographical area covers some 12 million square miles.

The Supreme Allied Commander Atlantic is, by agreement, a U. S. Navy admiral. He is nominated by



The highest military officer in NATO is the Chairman of the Military Committee, currently British Admiral of the Fleet Sir Peter Hill-Norton.

Under the Military Committee are NATO's three major commanders. They are: the Supreme Allied Commander Europe (SACEUR), U. S. Army General Alexander M. Haig, with headquarters in SHAPE, Belgium; the Allied Commander in Chief Channel (CINCHAN), British Admiral Sir John Treacher, with headquarters in Northwood, England; and the Supreme Allied Commander Atlantic (SACLANT) in Norfolk, Va., U. S. Navy Admiral Isaac C. Kidd, Jr.

Above: Ships of standing naval force, under command of SACLANT, cruise the Atlantic. **Right:** Ships participate in an earlier Atlantic Ocean exercise.

the President and his appointment must be approved by the North Atlantic Council.

ADM Kidd has an international staff composed of about 330 officers and enlisted personnel from 10 of the 15 member NATO nations.

The admiral's mission is to contribute, together with other forces of NATO countries, to the deterrence of all forms of aggression in the area of the Allied Com-

mand Atlantic. Should deterrence fail and aggression occur or be considered to be imminent, SACLANT would take all military measures within his capability that are required to maintain control of the vital sea-lanes of the Allied Command Atlantic and to protect the seaborne traffic of the NATO Alliance. SACLANT has the responsibility to support operations of the Supreme Allied Command Europe.

ACLANT is divided into three geographical command areas: the Western Atlantic, the Eastern Atlantic and



the Iberian Atlantic. Within this framework there are five major subordinate commanders directly responsible to SACLANT: the Commander in Chief Western Atlantic in Norfolk; the Commander in Chief Eastern Atlantic in Northwood, England; the Commander Iberian Atlantic near Lisbon, Portugal; and two seagoing functional commanders, Commander Striking Fleet Atlantic and the Commander Submarines Allied Command Atlantic both home-based in Norfolk. Also included in ACLANT are the island commands of the Faeroes, the Azores, the Madeiras, Greenland, Bermuda and Iceland.

Also under ADM Kidd's command is the Standing Naval Force Atlantic, history's first permanent international naval squadron formed in peacetime. The squadron is assigned to SACLANT on a continuous basis and is usually composed of from four to eight destroyer-type ships serving on a rotational basis.

The Striking Fleet Atlantic is SACLANT's most powerful and versatile tactical force. When assembled, it is a force composed of combatant and supporting ships built around the aircraft carrier and composed of naval units from various navies of the Atlantic NATO community. During normal times, it is not a combatant force in being, but is assembled at various times throughout the year to participate in training exercises. In the event of crisis or war, the Striking Fleet would be SACLANT's primary naval force and units would be made available to SACLANT on a permanent basis.

In 1959, NATO established the SACLANT Antisubmarine Warfare Research Center at La Spezia, Italy. Its mission is to provide scientific and technical advice and assistance to SACLANT in the field of ASW.

SACLANT's authority in the event of conflict covers determination of the composition and assignment of forces as well as the direction of their deployment and overall operations. ADM Kidd has direct access to the chiefs of staff of member NATO nations, and, as occasion demands, to defense ministers and heads of government.

ADM Kidd's peacetime responsibilities include preparing defense plans, conducting training exercises, and operating the Standing Naval Force Atlantic.

To enhance the readiness of ACLANT maritime forces, the exercise training program conducted at ACLANT covers a variety of live exercises. These exercises afford NATO navies an opportunity to work together, improve readiness, develop common tactics and test equipment. Command post exercises are also held to enable various NATO staffs and the staffs of member nations to work together and develop common procedures.

NATO nations are heavily dependent upon seaborne traffic. At any one time, there are over 3000 merchant ships at sea in the Atlantic and about the same number in ports in the Allied Command Atlantic area.

Oil is one imported commodity upon which NATO countries are heavily dependent. Merchant ships are increasing in size. Tankers of over 200,000 tons are commonplace and 500,000-ton tankers are under construction. One tanker today can transport as much oil as a World War II convoy of 40 ships.

It is SACLANT's responsibility to keep the vital Atlantic sea-lanes open so that these tankers, for example, will have access to free passage.

The U. S. Navy and other NATO navies also perform a vital role in the Mediterranean under the Commander in Chief of Allied Forces Southern Europe (CINC-SOUTH). For a report on that command see the article appearing on page 16.

NATO's ability to defend successfully at sea is an essential aspect of the military capability which sustains the security and freedom of the western world.

—JO1 Bill Bartkus, USN

STANAVFORLANT

The Navy That Speaks Many Languages



The concept of the Standing Naval Force Atlantic (STANAVFORLANT) is a modern one but it has its roots in the past.

Throughout recorded maritime history, men have joined forces to battle a common enemy. French Admiral Francois de Grasse collaborated with General George Washington at Yorktown in defeating British General Charles Cornwallis.

The crew of *Bon Homme Richard*, John Paul Jones' ship, was drawn from many nations. Some of the sailors had never set foot in the United States until they boarded the vessel and they gallantly defended her against the British. Warships of allied nations have sailed together in two world wars.

More recently, on 17 Jun 1967, U. S. Navy Admiral Thomas H. Moorer, then the North Atlantic Treaty

Left: Men of NATO's Standing Naval Force Atlantic mount a NATO plaque aboard ship. **Below:** West German Navymen near 3.9-inch gun on afterdeck of Fast Frigate Braunschweig (FF 225). **Right:** Standing Naval Force Atlantic ships in formation.



Organization's Supreme Allied Commander Atlantic (SACLANT), announced that a permanent naval force, composed of ships from countries of the NATO Alliance, had been approved within NATO.

On 13 Jan 1968, NATO's Standing Naval Force Atlantic was activated at Portland, England.

The first commodore of the multinational squadron came from the United Kingdom's Royal Navy. Since then, other commodores have come from the navies of Canada, The Netherlands and United States.

The present commodore, Dutch-born U. S. Navy Captain Arie Sigmond, commands the squadron from his flagship USS *Macdonough* (DDG 39). Other nations providing ships are Canada, the Federal Republic of Germany, The Netherlands, Portugal and the United Kingdom.

The first ships to join STANAVFORLANT were the British frigate HMS *Brighton*, the Dutch frigate HNLMS *Hol-*

land, the Norwegian frigate HNOMS *Narvik* and the American destroyer USS *Holder* (DD 819).

The force usually consists of from four to nine cruiser or frigate type ships and is deployed throughout the vast 12-million-square-mile North Atlantic which is crossed by the western world's major shipping lanes.

Ships normally operate with the squadron on a rotational basis. However, a country may choose to recall its vessel and replace her with another. This rotational procedure offers the least disruption to national training programs and overhaul cycles for the ships involved. It also permits the maximum numbers of ships to participate as units of the integrated NATO naval force.

The Standing Naval Force Atlantic is tasked with four basic objectives. First, it is to maintain naval effectiveness within the Atlantic Alliance at a high level by providing squadron experience and training on a continuous basis.





The force participates in numerous NATO exercises and national tactical operations in European and North American waters throughout the year. During these exercises, antisubmarine warfare, anti-air defense practices and convoy duties are stressed.

During a typical operation, the naval force may find itself pitted against the combined strength of simulated enemy submarines, naval aircraft and swift torpedo boats all at the same time.

Second, the squadron serves to demonstrate the solidarity and cohesiveness of the NATO nations by showing the flags of various member countries. During any given year, the NATO naval squadron may visit some 30 ports in 10 countries. Open-house days and various people-to-people programs provide citizens with the opportunity to judge for themselves the feasibility of maintaining a multinational naval force.

Another important function of STANAVFORLANT is its availability and readiness for immediate deployment to the scene of any possible contingency situation. It reaffirms the solidarity of the NATO Alliance and provides a visible deterrent force.

Should this occasion arise, the squadron would have to meet its fourth objective—providing the initial elements around which a more powerful and versatile NATO naval force could be formed.

The naval squadron comes under the jurisdiction of the Supreme Allied Commander Atlantic, U. S. Admi-

ral Isaac C. Kidd, Jr., whose NATO headquarters is in Norfolk, Va. The Commander in Chief, Eastern Atlantic Area, with headquarters in Northwood, England, controls the force when it operates in European waters.

The commodore is selected annually from nations contributing ships to the squadron. His appointment is approved by SACLANT. During the change-of-command ceremony, the flagship becomes the ship of the new commodore's country. Most changes of command have been held in Portsmouth, England. However, in January 1972, retired U. S. Navy Captain Raymond W. Allen was relieved in Port Everglades, Fla., by British Commodore John D. E. Fieldhouse.

The commodore is aided by a staff of officers provided by participating countries.

Confronted with the ever-increasing Soviet maritime threat, the 15-member NATO nations found it necessary to reappraise their overall defense strategy.

The Soviet expansion to seaward had an effect on the decision to establish a permanent NATO naval force in the Atlantic area.

The Standing Naval Force Atlantic came into being after three six-month-long, successful Match Maker exercises from February 1965 to December 1967, for the purpose of "matching up" operations and coordinating procedures of a multi-nation team. Because of the excellent training benefits from these exercises, it was



concluded that the force was both feasible and highly practical.

Like the countries of NATO, the Standing Naval Force

Left: Navy band marches past flags of NATO countries at SACLANT headquarters. Above: Ships assigned to STANAVFORLANT in early 1970s included USS Charles Adams (DDG 2), Canadian frigate HMCS Skeena, and West Germany frigate FGS Braunschweig. Below: SMC Norman Russi observes operations.

Atlantic combines its resources thereby providing for a less costly defense.

Operating under the NATO banner, the ships of STANAVFORLANT act as goodwill ambassadors and demonstrate with each new exercise and port visit that many NATO ships, each flying its individual national flag, can operate in unity and common cause in the defense of freedom.

—Story by JO1 Bill Bartkus



Chief Signalman Norman Russi reported to his new assignment on the staff of NATO's Standing Naval Force Atlantic (STANAVFORLANT), expecting to serve as the NATO squadron's chief signalman. Instead, he's a "yeoman," at least in the eyes of many of his NATO shipmates. And, he works below decks in the Combat Information Center, rather than on the signal bridge.

Actually, it's simply a matter of terminology. In this particular squadron of ships from NATO countries, signalmen are called yeoman, yeomen are called writers, and radiomen are called signalmen.

The necessity for the switch in titles, Chief Russi learned, derives partly from the fact that the U. S. Navy is one of the few navies in the world that has a separate job code for visual signals. Thus, as a NATO "yeoman," his responsibilities are more diverse. "I guess you might say I'm a combination operations specialist-signalman-tactical communicator," he said.

Chief Russi works directly under the squadron commodore (who flies his flag on board USS Macdonough (DDG 39), and is responsible for messages, training and supervising staff tactical communicators. He also assists staff watch officers in matters of visual and voice tactical communications and keeps operation orders up to date.

Furthermore, besides meeting and working with sailors from six countries, his NATO Squadron expects to travel 50 thousand miles this year and visit about 30 cities in 10 countries. So, when Signalman Russi isn't being a yeoman, he's certain to be a tourist.

AFSOUTH

NATO In Southern Europe And The Med



If you ever make a Mediterranean cruise and find yourself operating with units of a foreign Navy, you may be surprised to discover your ship is on an assignment as part of NATO's Allied Forces Southern Europe (AFSOUTH). AFSOUTH is responsible for the land and air defense of Italy, Greece and Turkey and the defense of NATO lines of communication throughout the Mediterranean and Black Seas.

Since this area is mostly sea, islands and peninsulas, NATO must have a seapower force. You may become a part of it, and therefore should know something of its organization and operations.

than 5000 men and women of the military forces of the Southern Region countries are actually assigned on a full-time basis to AFSOUTH. They mainly comprise the planning staffs for the 15 various NATO military command headquarters throughout the region.

In addition to these headquarters personnel, there are national personnel assigned full time to the Southern Region Air Defense organization.

Should a threatening situation arise which requires an increased readiness posture, there are more than half a million members of the various allied armed forces earmarked for assignment to CINCSOUTH. In the event



Facing page, left: British "Rigid Raiders" leave HMS Intrepid dock near the coast of Sardinia during NATO Exercise "Dawn Patrol—75." Facing page, bottom: Royal Marines hit the beach. Above: Officers representing six NATO countries confer as the exercise progresses.

The Commander in Chief of Allied Forces Southern Europe (CINCSOUTH) is Admiral Stansfield Turner. He heads one of three main commands which report directly to the Supreme Allied Commander Europe. By agreement, the post of CINCSOUTH has always been held by an admiral of the United States Navy.

Since the military purpose of NATO is defensive in nature, the actual number of military personnel assigned to Allied Forces Southern Europe (AFSOUTH) will vary with the existing political and military situation. In a normal peacetime environment, only slightly more

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that an actual war were forced upon NATO, that figure could multiply threefold.

To provide for the efficient command of assigned and earmarked forces, the strategic Southern Region is divided into five principal subordinate commands.

- There are two subordinate land commands. One is the Commander Allied Land Forces Southern Europe (COMLANDSOUTH) an Italian general with headquarters at Verona, Italy, who directs the defense of the Italian frontier.

- The other is the Commander Allied Land Forces Southeastern Europe (COMLANDSOUTHEAST) at the eastern end of the Mediterranean. He is a U. S. general with headquarters in Izmir, Turkey, and is responsible for the territorial defense of Greece and Turkey.

- Land-based tactical air operations in the Southern

NAVAL-ON-CALL FORCE



Above: Ships of three nations—Turkey, Great Britain and Italy—are represented in this photo of early NATO Naval On-Call Force in the Mediterranean. Below: A soldier from the Federal Republic of Germany stands watch during NATO exercise.

Region are assigned to Commander Allied Air Forces Southern Europe (COMAIRSOUTH), a three-star U. S. Air Force general, with headquarters in Naples.

- AFSOUTH's seapower is under the command of Commander Allied Naval Forces Southern Europe (COMNAVSOUTH) and Commander Striking and Support Forces Southern Europe (COMSTRIKFORSOUTH).

COMNAVSOUTH, an Italian admiral with headquarters in Naples, is responsible for the defense of the sea lines of communication throughout the Southern Region of NATO from Gibraltar to the Black Sea.

COMSTRIKFORSOUTH, which is the NATO title for the Commander of the U. S. Sixth Fleet, is responsible for naval and naval air operations in support of the land, sea and air campaign. His headquarters is also in Naples.

To carry out its seapower responsibilities in the Southern Region, NATO's Naval-On-Call Force in the Mediterranean (NAVOCFORMED) was approved in 1969. The first force was activated at Augusta, Sicily, on 22 Apr 1970.

NAVOCFORMED is a temporary naval force of destroyer or frigate type ships from Allied nations. It is activated twice each year for a period of one month to hold gunnery, air defense, ASW and underway re-





Left: Italian San Marco Tactical Group makes landing. Below: USS Iwo Jima (LPH 2) prepares for airborne amphibious assault during "Dawn Patrol."



plenishment training used to prove and evaluate tactics and communications plans, and to improve cooperation among the navies involved. Support and target forces from the participating nations include submarines, oilers, fast patrol boats, and carrier- and shore-based aircraft. During the exercises the force makes a series of port calls in the Southern Region.

CINCSOUTH directs preparations for assembly and training of the Naval-On-Call Force, while COMNAV-SOUTH is responsible for the direct control of all exercises.

The activation of NATO's most recent Naval-On-Call Force in the Med occurred last October, beginning in the Turkish port of Izmir, and ending on 21 November

in the port of Naples.

A group of four ships, one each from Italy, Turkey, the United Kingdom and the United States, participated in exercise "Devil Foil" in the eastern and central Mediterranean.

USS *Mullinnix* represented the U. S. on this special force. Other units taking part were naval support and target units, carrier and shore-based aircraft and helicopters.

Perhaps symbolic of the "on-call" mission of the force, it was on the scene to carry out a lifesaving rescue when a helicopter from the Italian frigate *Carabiniere* rescued three people from a sinking craft several miles southeast of Sardinia.

THE NAVY COMMUNITY IN AFCENT

Sample of an International Tour



You can always spot the newly arrived U. S. Navyman during his first few days on duty at Headquarters Allied Forces Central Europe (AFCENT). He's the one who salutes the German sergeant but walks straight past the Belgian full colonel without raising a hand.

It's not the Navyman's fault. Rather, it's one strange facet of life where Navymen serve alongside NATO personnel from six armies, two navies, five air forces and one unified force. A mistake now and then, especially when one is new aboard, is understandable. There is a kaleidoscope of uniforms, badges, chevrons, bars, stars, stripes and other rank, unit and service identifiers with which a person is confronted.

Other than that, life is relatively simple for Navymen. Simple, that is, once you can recognize more than 200 different ranks, 32 different uniforms and can cope with six different major languages, including both American and British versions of English and Dutch, French, Flemish and German. And there is NATO's own special lingo that has evolved from all six.

Headquarters occupies the reconditioned administrative buildings of a former coal mine located in the southern Netherlands city of Brunssum. The city is approximately 30 kilometers northwest of Aachen, Germany, and a good three-hour drive from the nearest salt water. Here is the nerve center of NATO operations

in the Central European Region and the home of the U. S. Navy Element AFCENT.

Service men and women from Belgium, Canada, Germany, Luxembourg, Netherlands, United Kingdom and United States are all at work in Brunssum. There, they plan the defense of the Central Region and give life to the NATO theme of international cooperation as a deterrence to Soviet aggression.

The U. S. Navy people, three officers and seven petty officers, who comprise the Navy element are part of a tri-service U.S. community numbering approximately 2000, including dependent wives and children. Total Navy share in this community is approximately one per cent, including 13 dependents.

Initial assignment to AFCENT will probably send most Navy men to the atlas to try to figure out just where the place is. "I got my orders and thought Brunssum was a misprint," one petty officer recalled. "I never heard of AFCENT before, either."

Joining the integrated, international staff proves to be an experience of a lifetime for most sailors. Navy men work as members of an international team, supervising and being supervised by military men from other nations.

The Navy contingent is scattered throughout the staff, but its work is primarily in the communications area. A good example is Chief Radioman Stan Reahm, a shift supervisor with the Regional Signal Support Group at Tapijn Kasern, a communications facility located in the city of Maastricht, some 30 kilometers

from Brunssum. The chief has 17 men from six nations and three services working under him. His own supervisor is a chief warrant officer from the Canadian Forces.

"Being a supervisor in such an environment really challenges your managerial ability," said Reahm. "You have to use all the techniques of leadership such as tact, diplomacy and motivation if you are to be a good supervisor on the international level. It is much harder than being a supervisor in a regular Navy unit."

Another radioman who has found international duty to be a new experience is Chief Radioman Dave Herron. He is charged with the maintenance supply responsibility—literally storekeeper duty—for eight AFCENT forward scatter branch stations in the United Kingdom. His supervisor is a lieutenant in the German Air Force.

"This is my fourth time overseas, but the first time in an international environment," said Herron. "It is 180 degrees out from any duty I've had in the past, but I enjoy every minute of it."

International duty means a whole new series of forms to use, strange acronyms to decipher and intricate procedures to master. There are special leave requests, new admin instructions to follow, and even an international performance report that is written by supervisors. The international report is used as the basis for the "marks" that eventually find their way into the performance reports of assigned U. S. Navy men.

Slang and jargon of NATO are other areas that the newcomer finds difficult at first. Something relatively simple, such as determining who is an officer and who is enlisted, also takes time and experience. German

Left: SGTMAJ W. Quast, Netherlands Air Force, points out a specific military area to CPL Kerek Phillips, United Kingdom Army, and BU1 William D. Warner. Below: RMC David R. Herron notes observations.



INTERNATIONAL TOUR

noncommissioned officers wear their grade insignia on their shoulders; Belgian NCOs in the top two grades wear a star on their uniform lapel; while British officers, who are NCOs, sometimes wear their badge of rank on their sleeve near the wrist.

Daily work language, too, takes time to learn. There is a special NATO brand of English that features a series

There are more than 30 clubs for such pastimes as cricket, square dancing, horse riding, stamp- and coin-collecting, tennis, bridge, model-making, and so forth. There is also a full range of craft and hobby shops, heated indoor swimming pool and extensive athletic facilities. The only thing missing is enough free time in which to take advantage of all that is offered. Each



of compromises for the sake of mutual comprehension. This can double the length of the spoken word.

Such examples of international life mean that there is a lot of adjustment necessary before a U. S. Navyman can consider himself a real AFCEM. Some estimate that it takes as much as a year before they have become fully indoctrinated.

It also takes time to adjust to different ways of thinking. It all requires patience, perseverance and a large dose of good common sense. But the rewards can be great, both personally and professionally.

"When I first came to AFCEM I thought there was only one way: the U. S. Navy way," a petty officer recalled. "It took me a while but I have learned that each nation has something to offer. I have been able to take those things and blend them with my own strong points."

The personal side of Navy life offers a range of interests that cover the spectrum from sky-diving to scuba and all points in between.

club activity is formed from the international community and therefore offers the participant a wider scope of interest than a similar U. S. organization.

The day-to-day living environment in an international community also has its rewards. Wives learn cooking indigenous to different nations; musical tastes gain a European flavor (while Europeans learn the mysteries of country-western and soul); and Americans gain a real insight into the people from other nations.

All logistical and housekeeping support for the Navy community is provided by the U. S. Army element. There are a post exchange, dental and medical clinics and a commissary store. To add an international flavor there is also an AFCEM shop at which Navy people can purchase a full range of international products.

"The only drawback is that I have learned to like a lot of food products and other items here that I will not be able to find in the stores back home," said one Navy wife.

Personnel are assigned at Brunssum on a two- or

three-year tour, depending on marital status. Many single men get married during their AFCENT tour, most of them to local Dutch and British women.

An AFCENT duty tour has some financial advantages. U. S. people receive both cost-of-living and station housing allowances. Additionally, there are no enlisted quarters provided, so all people live in the local community and draw full quarters allowance.

Brunssum is centrally located. It's a single day's drive to Paris, Munich or Copenhagen, and Amsterdam is just three hours away. Navy families do a lot of traveling during their free time, which includes 13 official AFCENT holidays each year.

Assignment to AFCENT does, however, mean being on the fringe of normal Navy life. On the attractive side are such things as no additional duty requirements, no musters or any of the other traditional Navy obligations. On the other hand, there is a definite danger of losing touch with the rest of the U. S. Navy.

"I will be out of date with U. S. Navy regs and equipment when I leave here," said a petty officer.

"We try various ways to keep the Navy unit integrity intact," said Chief Yeoman Carl Wheeling. "Once every two months we hold a 'Captain's Call' where all our people get together and discuss significant items of Navy interest. We also try to send our people on short temporary duty assignments to Navy facilities where they can get refresher training in their specialties."

Under this plan, Navymen have taken TDY visits to England and Iceland.

LEFT: CAPT Donald C. Paolucci, naval affairs advisor for AFCENT Commander in Chief and two German naval officers, Korvettenkapitan Peter Adolph, (left) and Fregattenkapitan Herman Hartmann review plans. Below: RMC Stanley E. Reahm, Jr., and CPO writer Brian H. Glover, Royal Navy, share a moment of laughter.

The U. S. Navy spirit is also helped with various devices such as a "Sailors" bowling team, Navy stickers and decals with pro-Navy themes, and an annual, formal, Navy evening such as a dining out or a Navy Ball.

The hub of Navy activities at AFCENT is the naval advisor office, headed by Captain Donald C. Paolucci, USN. The captain is the advisor on naval affairs for the AFCENT commander in chief, and wears a second hat as senior Navy representative. His staff consists of six people from four nations: a USN commander and chief yeoman, a UK Navy CPO, two German Navy officers and a Dutch civilian secretary.

Traditionally, the chief yeoman assigned to the naval advisor office doubles as a combined personnel man-disbursing clerk-storekeeper for members of the Navy element.

The incumbent, Chief Wheeling, explains that it is the yeoman who must take care of all the routine personnel and personal requirements that Navy people have. "Things like allotments, personnel requests and the other items that would normally be handled by the ship's office have to be looked after even though we have no such facility available," he said.

In the final analysis, a tour of duty in an international assignment means a person will find that his levels of tact, patience and diplomacy will increase to a degree he never thought possible. He will gain a finer understanding of how easily misunderstandings occur simply because of a wrong word or the wrong interpretation being attached to a comment.

All things considered, an AFCENT duty tour is as much a lesson in human interrelationships as it is service to the NATO Alliance. That is perhaps the most valuable benefit.

—Story by MSgt Dick Larsen, USAF



ALL HANDS ROUNDUP WOMEN IN THE NAVY

SELECTED

The Navy has broken a long tradition, and in doing so has established a new one. For the first time since 1862, when Congress first authorized the rank of rear admiral, a woman line officer has been selected to that rank. She is Captain Fran McKee, currently Commanding Officer, Naval Security Group Activity, Ft. Meade, Md.

"I'll be honest. I never thought the Navy would take this action during my Navy career," notes CAPT McKee. Her executive officer, Commander Stewart R. Gordon, stated, "I was very excited about the prospect and crossed my fingers that this outstanding naval officer would be selected."

Prior to being commissioned as an ensign in 1950, CAPT McKee had earned a Bachelor of Science degree in chemistry from the University of Alabama. She also has a Master's in International Affairs from George Washington University.

CAPT McKee describes the first part of her 26-year career as "fairly typical of the assignments given to women officers at that time."

Past duty assignments include:

- Assignment to the Director, Physical Science Division, and Administrative Aide to Chief of Naval Research, Office of Naval Research, Washington, D. C.
- Women Officer Procurement Officer, Office of Naval Officer Procurement, Boston.
- Personnel Officer, Naval Air Station, Port Lyautey, Morocco.
- Training Coordinator, Damage Control School, Treasure Island, San Francisco.
- Classification and Mobilization Officer, Staff, Chief of Naval Air Reserve Training, Glenview, Ill.
- Officer-in-Charge, Naval Women Officer School, Newport, R. I.
- Personnel Officer, Naval Station, Rota, Spain.
- Head, Special Inquiries and Publications Branch, Officer Distribution Division, Bureau of Naval Personnel.
- Deputy Assistant Chief of Naval Personnel for Human Goals, Bureau of Naval Personnel.

The career pattern of CAPT McKee illustrates the Navy's changing philosophy of personnel utilization and management.

"I noticed a marked change in career planning for women in 1969 when CAPT Anne Ducey and I were selected as the first women to attend the regular curriculum at the Naval War College," CAPT McKee said. "Since that time, women officers have been selected for attendance at the service colleges on a continuing basis.

"We also have been given more challenging and meaningful duty assignments, many of which were previously held only by male officers. For example, women are now being selected for duty as command

FOR LINE REAR ADMIRAL

and executive officers of shore activities," she stated. "That in itself is a significant step."

Another big step or major change, she feels, has been the integration of enlisted women into a broad spectrum of the enlisted rating structure. "This now reflects job opportunity for individuals in accordance with personnel resources, personal interest, and professional ability," she said.

Two previous staff officer appointees, Rear Admirals Alene Duerk, now retired, and Maxine Conder, were promoted in 1972 and 1975, respectively. Both were assigned by the Secretary of the Navy as Director of the Navy Nurse Corps, Bureau of Medicine and Surgery. In the case of RADM McKee, SecNav will also determine where the new appointee is to be utilized.

A remark made by one Navy woman in an earlier issue of ALL HANDS perhaps sums up the reaction of women generally to the tradition-making selection of a woman line rear admiral. She said, "There are good things happening for women in the Navy and they are happening because a great many fine, professionally dedicated men and women, officers and petty officers who are charged with the responsibility and authority to make them happen are doing so."

—JOC Shirley Wilson, USN

Below: CAPT Fran McKee, Commanding Officer, Naval Security Group Activity, Ft. Meade, Md. (Photo by JO3 Kerri Childress)



WOMEN'S JOBS IN TODAY'S NAVY



Opportunities are expanding for women in today's Navy. Women are now considered eligible for 84 per cent of the Navy's technical schools and virtually every higher education program offered by the service. They are in a large majority of ratings and are a vital part of the Navy team.

This year they will be entering the Naval Academy as well as NROTC colleges and schools under the NESEP program.

In a message to the Fleet concerning women in the Navy, Chief of Naval Operations Admiral J. L. Holloway III stated that women shall continue to be placed in meaningful positions of responsibility and authority commensurate with their individual skills, abilities and potential.

What follows are examples of jobs that women do and billets they fill in today's Navy. Though the theme of being "first" or one of a few is nothing new, the changes it brings are an on-going process of individual growth, acceptance, transition, and hence, challenge. Since ALL HANDS carries articles about Navy women throughout the year, the examples chosen here are not meant to be all-inclusive. Neither do they reflect only those contributions considered most significant.

"Joining the Navy wasn't a difficult decision for me," said Data Processing Technician 2nd Class Susan L. Anderson. "The kind of job I wanted wasn't available in the civilian market so I just walked into the recruiter's office and said, 'I want to enlist.'"

That was in 1970. Today she is back in a recruiter's office. This time it's her duty station in Seattle, Wash. Petty Officer Anderson said she likes her job and is enthusiastic about what the Navy offers. "The Navy's been fine for me," she said. "I've gotten the opportunities I've wanted."

One thing the recruiter wanted was a challenge and she has it with five high schools in her recruiting district. "I really enjoy the school visits and the chance to talk

with students about the Navy," said Petty Officer Anderson. "I'm not much older than many of them, so I find it easy to relate to their goals and problems."

In addition to an active, demanding job, the recruiter is currently painting her house and finishing a fishpond in her backyard. Also, she camps, hikes and hunts. She has a camper and a truck, and is able to do a large part of the mechanical work to keep them operating.

For Sue Anderson the Navy represents a chance to be her own person. She intends to get a degree in some field of science, using the G.I. Bill, and with that degree and "the financial independence gained from a career in the Navy, I can go into business for myself when I finally retire."

"I joined the Navy to do something different," said Aviation Maintenance Administrationman (AZ) 3rd Class Chris Vujea, "but I didn't know I could do this. In fact, I didn't even know what a plane captain was until I enlisted."

Petty Officer Vujea entered the Navy hoping to attend photography school, but the school's quota was filled. She elected the line division at Naval Air Station Kingsville, Tex., instead. There she learned her present skills.

As a plane captain she and her partner, Aviation Machinist's Mate Airman Zeke Zwaryca, keep two A-4 Skyhawks in top shape for the Chief of Naval Air Training. She outranks her partner but, she's quick to say, "we are a team."

Rather than working shifts, the team shares the demanding hours their job requires. Often the duo is preflighting a plane before the sun rises and postflighting it the same evening after its return. While the planes are on flights, the crew inspects other aircraft and handles various service jobs including refueling and minor maintenance.

Although some male captains display some uneasiness about women in this field of work, Chris Vujea likes her job and finds it a stimulating occupation.

It may not be something a person would want to do for an entire career, but it's not without its benefits. "This is a job I can tell my grandchildren about," said Petty Officer Vujea. "I wanted to do something different, but I never dreamed I'd be changing tires on an airplane."

In the modern Navy which boasts of equal opportunities for everyone, the challenge in occupational fields recently opened to women is virtually unlimited. Navy women are filling billets such as naval aviator, boatswain's mate, flight line mechanic and security guard. And one Navy woman has chosen for her career one of the most technical jobs of all—for her it's electronics.

Electronics Technician 3rd Class Brenda Gene Lue has just completed a 10-month advance electronics course at the Naval Training Center in Great Lakes, Ill. She joined the Navy in July 1974 after working at a radio station in her hometown as a continuity clerk.

Petty Officer Lue's Navy training included basic electricity and electronics, schematic electronic wiring and circuit diagrams, fundamentals of motors and generators, laboratory practice in the proper use of trade tools, and the application of advanced electronics test equipment in troubleshooting situations.

As an electronics technician, Brenda Lue repairs and maintains equipment used to send and receive messages, detect enemy aircraft and ships, and determine target locations. Concerning electronics, she said, "It's fascinating! I've always enjoyed working on car engines and radios—taking them apart and reassembling them."

The path to becoming an electronics technician is not only difficult but also competitive. The Navy accepts a small number of trainees monthly who must have high test scores in math and logic and think clearly and rapidly in tense situations.

ET3 Lue, the only woman in a class of 10, graduated second in academic standing. Her education is considered equivalent to one and one-half years of electronics technology in a civilian institution.

She is currently attending another school in Great Lakes—this time a two-month course in communications equipment repair. There she will develop skills in maintenance and repair of transmitters, receivers and teletype equipment. When graduated, she will be as-

Below: AT3 Karen McQuaig. Facing page: Wheel chocks are removed from an A-4 Skyhawk by AZ3 Chris Vujea, plane captain.



WOMEN IN THE NAVY



Above: AA Anderson passes control of an HS-1 helicopter to another taxi director.

signed to the Naval Communications Station in Norfolk, Va.

Dorothy Zimmerman is a Navy wife in an additional sense of the phrase.

"I've wanted to join the Navy since I was a girl back in World War II," she explained. "Then I got married and started raising a family. The rules for enlistment were more restrictive then—a woman couldn't join if she had children. Now they have been relaxed and I'm here!" These were her sentiments when the 41-year-old enlistee finally got her wish.

Mrs. Zimmerman was sworn into the Naval Reserve by her husband, Commander J. G. Zimmerman, USN(Ret). Because of her civilian skills she was enlisted as a yeoman 2nd class.

YN2 Zimmerman said that the maximum enlisting age for a Naval Reservist is 42, so she just made the cutoff. Although she enlisted for only two years, she said she might stay for 20 if she likes the Navy. "I'm giving it a try—finally!"

When Airman Apprentice Audrey Anderson was first assigned to the HS-1 Line Division at NAS Jacksonville, Fla., there were a lot of misgivings about how a woman could perform on the job. However, as the weeks passed, her co-workers became aware of the

quiet, no-nonsense attitude she has about her work and being in the Navy.

Airman Anderson joined the Navy after talking it over with her husband, a Navy photographer's mate, and deciding that the Navy offered job security and variety—both of which she sought.

The sea service was a natural choice. Her mother-in-law was one of the first WAVES to volunteer during WWII; her father-in-law is a retired chief radioman; her father was a lieutenant (jg) during WWII; and her niece is a radioman in Puerto Rico.

After boot camp in Orlando, Fla., Audrey Anderson reported directly to HS-1, turning down a chance for "A" school so that she could decide on her own what type of work she wanted to do. Shortly after arriving at HS-1, she decided to become an aviation electronics technician. Her career counselor suggested the job on the line to get to know the aircraft and its systems.

Airman Anderson said that she handles her share of the work but if there is something too heavy for one individual to lift, the men lend the same assistance to her that they would one another.

"One day I was attaching a fuel hose to a 'bird,'" she recalled, "and it seemed lighter than usual. One of the guys was holding the hose to lend a hand. I recognized that I was accepted as part of the team." Although she appreciates an occasional helping hand, she believes that she pulls her own share of the load.

As a plane captain, Audrey is responsible for

Below: AKA Maty L. Wanzug is presented with the gold wings of the enlisted Aircrewman by her squadron's skipper, CDR J. R. Kolb.





Above: ET3 Brenda Gene Lue replaces a tiny defective component. Below right: DP2 Susan Anderson on recruiting duty in Seattle.

inspecting the aircraft and its systems before launching and giving the "up" or "down" decisions. She directs the pilots as they taxi along the runway. Asked about the resentment men sometimes display toward being directed by a woman, she said, "No, they've cooperated with me. Besides, both my status and my plane captain papers are valid."

Out of approximately 400 people at Training Squadron 28 (VT-28) in Corpus Christi, Tex., 71 are women. Using skills acquired both in the Navy and as civilians, they work in every shop and squadron office right along with the Navy men.

Aviation Electrician's Mate 3rd Class Suzie Renteria, for example, works in aircraft maintenance. She specializes in the repair of the electrical systems of aircraft.

Petty Officer Renteria, a part-time college student, said, "Being in the Navy is an education in itself. It helps you to mature and to learn to accept responsibility."

Several other women are assigned to the airframes shop, among them, Aviation Structural Mechanics 3rd Class Olivia Orona and Lynn Lawson. They service airplanes, repair hydraulic leaks, change tires and install brakes. Neither feels that she could have gotten such a job as a civilian.

Aviation Electronics Technician 3rd Class Karen

McQuaig maintains and repairs communications and navigation gear aboard aircraft. She likes her job and the travel opportunities afforded by a career in the Navy.

Aviation Administrationman 3rd Class Vickie Peacock serves in a more traditional role. She screens documents, lists aircraft malfunctions, works in data processing and keeps the squadron personnel roster updated. Petty Officer Peacock may not make the Navy a full career but she does feel that her naval experience has led her to pursue a future in the field of data processing.

Most of the 71 women in VT-28 seem to feel that being in the Navy is a worthy profession and tend to agree with Yeoman Seaman Helen Wiseman who said, "I like the work, the people I've met and the way I'm treated. The Navy has offered me more equitable treatment than I was able to find in civilian employment."

Aviation Storekeeper Airman Mary L. Wanzug of VT-31, would probably agree with the crew of VT-28 for she recently became the first enlisted woman in the 35-year history of the base to earn the gold wings of an enlisted aircrewman.

Though women may not particularly enjoy the honor of being "first," it is certain that they are just as proud of their qualifications and achievements as those who have gone before them.

—Story ideas by JO1 J. Jacobs; JO3 C. Bowser; SN S. Short; JOC D. Graddick; Steven Smith and LT Dan Kelley, Jr.

—Photos by S. Smith, PH3 J. Coore, Jr.; JO3 C. Bowser; PH2 M. Jacobs; and PH1 J. A. Davidson



WOMEN IN THE NAVY CHOSEN AS ONE OF TWELVE: WOMAN OF THE YEAR

There was a stir in San Diego at the headquarters of the Commander Training Command, U. S. Pacific Fleet, as the year 1976 came into being. The excitement was occasioned by a naval officer who was chosen as one of *Time* Magazine's 12 "Women of the Year" for 1975.

Lieutenant Commander Kathleen Byerly, 31, who serves as flag secretary and aide (the first woman to hold that position) to Commander Training Command, Rear Admiral Allen E. Hill, was described by *Time* as "one of the fast-rising women in the armed forces."

The selected women were the first to be honored since Queen Elizabeth was the "Woman of the Year" in 1952.

The honors are awarded annually by the magazine to "the person or group who has most significantly affected— for good or ill— the course of the year's events." LCDR Byerly joined such famous women as First Lady Betty Ford and Billy Jean King on the cover of *Time*'s first issue of the Bicentennial Year.

"I'm pretty overwhelmed to be included with such famous personalities," says LCDR Byerly. "I believe that the reason I was chosen was because of the type of job I have at COMTRAPAC."

The daughter of retired Army Lt. Col. J. P. Donohue,

Below: LCDR Byerly discusses staff management with RADM Hill. Left: LCDR Byerly—one of 12 "Women of the Year."



Mrs. Byerly joined the Navy eight and one-half years ago. With her recent promotion to lieutenant commander came the responsibility for the management of the admiral's staff of about 55 men and women, officer, enlisted and civilian personnel.

"I act as liaison between other commands and the staff, and coordinate the day-to-day management of the staff," she says, "and I also help with problems with personnel and work in liaison with offices in Washington."

Married to Navy Lieutenant Commander Kellie Byerlie, executive officer of the guided missile destroyer USS *Hoel* (DDG 13), LCDR Byerly is a graduate of Chestnut Hill College in Philadelphia, Pa. She is currently working on her MBA Degree at Pepperdine University.

"I hope to continue working in personnel management in the future," LCDR Byerly says with a smile. "The Navy seems to offer a great variety of things to do. There will be a seagoing woman admiral in the U. S. Navy in the not-too-distant future. It's something to look forward to."

—Story and photos by PH1 Carl R. Begy, USN



Below: LCDRs Kathleen and Kellie Byerly. Kathleen is flag secretary and aide to RADM Hill. Her husband is executive officer of the guided missile destroyer *Hoel* (DDG 13).

Above: LCDR Byerly discusses training schedules with another staff member at Commander Training Command U. S. Pacific Fleet in San Diego.



WOMEN IN THE NAVY

YEOMAN F RECALLS NAVY OF WW I

Each morning the tall, willowy brunette, clad in a mid-calf skirt and high black shoes, dashed from her San Francisco residence, Danish pastry in one hand and an assortment of papers in the other, to catch the trolley to the pier.

The preceding description might apply to any number of chic young women in 1975, but actually the scene took place in World War I and this young woman was Chief Yeoman Ora L. Hirsch, now Mrs. Ora L. Merritt of Santa Clara, Calif.

Mrs. Merritt has lent that same skirt and high black shoes—in fact, her complete yeoman F uniform, for display at the Navy/Marine Corps Bicentennial Museum opening on Treasure Island on 2 October. The Museum Curator, Jack Dowty, described the uniform as one of only a handful of complete Yeoman F (female) uniforms from that period in existence today.

The uniform, tailored to fit a 5-foot, 10-inch Yeoman F model is striking and its real owner is just as fascinating and striking today.

Mrs. Merritt explained how she became one of the first women (outside the Nurse Corps) to join the Navy.

"The first World War was in full swing. My brother came home one day and announced that the Navy was hiring women," Mrs. Merritt explained. "I was never one to let grass grow under my feet so I joined. It was quite a daring thing for a woman to do at the time since the military had not allowed women to join previously."

Each day Ora Merritt and a bevy of other Yeoman Fs took a boat from the pier to "Goat Island"—now known as Treasure Island—where they worked in the Censor Office, decoding messages.

Not only was the job stimulating, the social life was exciting as well.

There were gala parties and picnics at the Commandant's home which still stands on Yerba Buena Island and is the home of the Commandant, Twelfth Naval District.

"There were ice cream in 12-gallon slabs, fancy cakes and punches. There was dancing and, of course, a

young Yeoman F never lacked a partner!" she said, eyes twinkling.

After the armistice in 1919, all of the women in the military were switched to Civil Service status. Mrs. Merritt explained that she probably would have stayed in if she could have, but women could not be officers in those days. "Chief yeoman" was the highest rate she could achieve.

She chuckled at the suggestion that if women had been allowed to be officers, she just might be an admiral today.

A whimsical smile swept across her face as if to say she sort of likes that idea and she added, "Well, making chief in just two years isn't bad!"

—Story by ENS P. J. Wappel, USNR

Mrs. Ora L. Hirsch Merritt in the Yeoman F uniform.



UNIFORMS FOR WOMEN MIDSHIPMEN

Women midshipmen at the Naval Academy will wear this working blue uniform when attending classes and off duty around the Academy Yard.



Uniforms for women midshipmen at the United States Naval Academy have been adopted. The design of some uniforms, such as the full dress, closely follows the standard midshipman uniform, tailored for women. To facilitate the carryover now available to male midshipmen after graduation, the women midshipmen uniforms will be, as much as practicable, the same as those now worn by women officers in the Navy.

The new uniforms were coordinated and are being manufactured by the same firm that has supplied midshipmen uniforms for many years. Naval Academy supply officers provided specifications and assisted in development of the new uniforms in conjunction with the Navy Uniform Board in Washington, D. C.

Women midshipmen, under a new law passed by Congress this year, will be admitted to the Naval Academy for the first time with the new Plebe Class which reports to Annapolis in July 1976. Young women interested in attending the Naval Academy may contact the Director of Candidate Guidance, United States Naval Academy, Annapolis, Md. 21402.

Women midshipmen will wear this service dress blue uniform year round when on liberty, watchstanding, at sporting events and on other occasions.



from the desk of the Master Chief Petty Officer of the Navy

Notes on Professionalism

I recently had the privilege to speak to a Naval District Washington Commanding Officers' Conference at the National Naval Medical Center, Bethesda, Md.

I was asked to speak about professionalism in today's all-volunteer Navy, and I'd like to share just a few of my thoughts with you.

It is meaningless to insist that while the weapons of war change, men and women remain the same. People also change—from one generation to the next. Today's men and women are often better educated, more alert, and more outspoken than were the young sailors of past decades. But, even so, I feel that these young men and women need, and desire, discipline—military discipline—as much as any group that preceded them. This feeling is not just my own; instead, this is what I hear the young men and young women telling me as I travel throughout the fleet.

Men and women with new ideas, new attitudes toward the world, and men and women with new backgrounds substantially different from the backgrounds of men and women of a few decades ago continue to require the development of their strengths, recognition of their weaknesses, and a channeling of their talents to perform in the fast-changing Navy of today.

I could speak for the better part of the day about the challenges we face in the Navy, both obvious and implied. We all know, however, that the challenges are there. Now we must accept the responsibility of meeting them head-on.

To overcome these challenges, I could speak of training, ingenuity, spirit, teamwork, or various other solutions. But I firmly believe that the challenges we face can best be handled by grasping the principles of professionalism.

To meet the growing challenges in the Navy of today and the probable challenges of tomorrow, we must have—we must demand—professionalism on the part of every Navy member.

Professionalism, like many other intangible terms, is difficult to define. As with honesty in politics, many people talk about it, most people assume it's there, everybody feels they have it,

but few people check to ensure its presence.

If I asked 50 people to define professionalism, I would probably end up with 50 definitions. But, generally, there are five factors which appear in some form in all definitions.

I have used these factors to create the "body" of professionalism: At the "head" of professionalism is technical expertise. The "hands" of professionalism is job skill. The "heart" of professionalism is leadership. Motivation is the "backbone" of professionalism. And personal integrity and responsibility are the "legs" upon which professionalism stands.

Today's Navy is a very technical one; therefore, one of the primary criteria necessary to be a professional in today's Navy is technical expertise in one's chosen field. One can no longer bluff one's way through a day on the job. We must know our job and know it well. Often this means burning the midnight oil to ensure that we are up to date on innovations in our rating and in the Navy. It means ending a long day of work by studying a manual, a directive, a notice. It means attending training classes and schools and being alert and attentive while there. It means taking advantage of every opportunity to learn and improve one's intellect. You cannot survive in today's Navy on mere brawn, as was often the case in the past. Today it takes brain.

But, knowing one's job is not enough. It is up to the professional to get the job done expertly and efficiently, using all the tools at his or her disposal. Too often we reach a point in our careers where we are afraid to get our hands a little dirty. We would be very suspicious of a factory foreman who could not run the machinery in the factory. The same applies to the Navy. I don't advocate chiefs and officers doing all the work "to make sure that it's done right." That's poor leadership. But I do feel that every professional should have the job skills necessary to do the job when it's necessary and to show the way to his juniors. Combining technical expertise and job skill will help to ensure that the Navy's mission is accomplished as expeditiously as possible.

I guess I could speak for the rest of the day and not say enough about the value of leadership. No matter how much technical expertise one has, no matter how skillful one is on the job, one cannot be a professional until leadership qualities have been developed.

Admiral Jerauld Wright, when he was commander in chief, Atlantic Fleet, challenged each command to effective leadership this way. He said, "Leadership lights the way. Ignore it and your limit is the work of your own two hands. Learn it, and your limit is the world and the sky above it."

Notice that the admiral said, "Learn it." Lead-

ership is not a natural quality. Nobody is really a born leader. Leadership qualities can be and must be developed. And, I feel that leadership in today's Navy is an enlightened leadership. It is no longer a leadership of "do this" or "do that." Instead, today's leadership is a leader who says, "Follow me." The "do as I say, not as I do" leader will not survive in today's Navy. Instead, the leader of today and most certainly of tomorrow is the leader who leads by personal example and conduct.

He (and in all cases I also mean she) is the leader who emphasizes discipline, and expects discipline at all times. He makes his commands and orders meaningful, he keeps his troops informed, he promotes enthusiasm, he knows his men and women, and he takes care of them.



MCPOB Robert J. Walker, USN.

Today's leader does not see color, he sees people. Most importantly, today's leader is a "can-do" leader who is dedicated to his country, the Navy, his ship or command, and his troops. When it comes right down to it, leadership is an effort to get the Navy job done *through people* and at the same time prepare the young men and women of the Navy to accept the leadership jobs of tomorrow.

One important aspect of leadership and certainly another major factor of professionalism is motivation. When we really believe that the mission can be accomplished, the chances are it will be. A professional believes in himself and he believes in his people. I do not encourage "big bags of wind" who feel that their ship or station is better than anybody else's anywhere, but I do believe in the confidence that comes from proven accomplishment. If I remain motivated, the chances are that the people around me will be motivated too.

A final factor to be considered as a part of professionalism is personal integrity and responsibility. I can assure you that if you don't have this quality, you won't have any of the others mentioned above. Every professional in today's Navy must have a devotion to duty that goes far beyond what is required of people in other jobs or professions. Long hours, difficult assignments, separation from family and friends—these are the norm for the Navy professional, not the exception. Additionally, each Navy man and Navy woman must have a great deal of pride in the Navy tradition, as well as enthusiasm for today's mission and tomorrow's goals.

Where does professionalism stand in today's Navy? I feel that it is in the foreground of many of our programs, although I would be the last to suggest that we have solved all of our problems surrounding leadership and professionalism.

Certainly human resources management programs, which include leadership management schools, have helped to improve the leadership qualities of our chief petty officers and have helped to make them better professionals. More people are going to "A" school and "C" school these days and the quality of training has improved immensely over the past few years. Ship-board training has also improved tremendously. Most important, we have become a people-oriented Navy. The emphasis today is on teamwork, and I feel that teamwork is helping to produce some truly outstanding professionals. But, the job is far from done.

The state of professionalism in today's Navy is important. But talk about professionalism is cheap. Action is more difficult. Our aim, then, is not merely to talk about professionalism, nor to talk about being a professional—but to be one!

- APPLICATIONS BEING ACCEPTED FOR TRIDENT PROGRAM

Enlisted personnel desiring assignment to the Trident program should submit applications to the Chief of Naval Personnel (Pers-513), following the guidelines of BuPersNote 1306 of 20 Jan 1976. Applicants must meet general requirements outlined in Chapter 12 of the Enlisted Transfer Manual. In addition, all rated or designated applicants for the lead Trident SSBN must be qualified in submarines. A minimum of one year at present duty station (two years if on sea duty) is required. Applicants must have sufficient obligated service to serve at least 18 months after the lead ship's commissioning, tentatively scheduled for 31 Aug 1978.

Strategic Weapons System Specialists (Polaris or Poseidon NECs 3306, 3309, 3313, 3317, 3318, 3319, 3325, 3332, 3333, 3337, and 334X less 3341) have until 31 Mar 1976 to submit applications. Applications from Torpedoman's Mate, Sonar Technician (submarine), Data Systems Technician, Fire Control Technician (Gun Fire Control), Radioman, and Machinist's Mate will be accepted until 30 Jun 1976.

Submarine-qualified personnel in Hospital Corpsman (8402), Personnelman, Storekeeper and Yeoman ratings may submit applications 1 July through 31 Dec 1976, while those in Interior Communications Electrician (4752 and 47XX) and Quartermaster ratings have between 1 Sep 1976 and 28 Feb 1977. Mess Management Specialists and Electronics Technicians (1442) ratings should apply between 1 January and 30 Jun 1977.

Qualified applicants will be officially notified if they have been placed on the Trident volunteer list. Some of the applicants will be chosen as instructors for the program, and undergo training during the fourth quarter of calendar year 1976. Training for initial crewmembers is scheduled to begin early in 1977.

- SECNAV CALLS FOR SHIPBUILDING INCREASES

Secretary of the Navy J. William Middendorf II called for an increase in shipbuilding in the U. S. as a response to increasing Soviet naval strength. The Secretary cited the sea as the key to the future. "...Potential development of oceanographic resources depends on the free and uncontested use of the seas. The Soviets, with the world's largest shipbuilding industry, present a challenge-- militarily and commercially-- to our use of the seas." The Soviets, according to the Secretary, are building large numbers of highly sophisticated oceangoing ships which have markedly improved the capabilities of their navy. Their fishing fleet is the largest and most modern in the world, and their research fleet contains more vessels (100 navy and 97 civilian) than the rest of the world combined.

With reductions in the U. S. Fleet and extensive Soviet shipbuilding efforts, the Soviets now enjoy a three-to-one edge over U. S. in total numbers of major combatants.

- CRITICAL MANNING LEVELS MAKE RECRUITING ASSIGNMENTS NECESSARY

Assignment of non-volunteers, E-6 and above, to recruiting duty has been authorized by the Chief of Naval Personnel. Those selected must still

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meet the same standards as volunteer recruiters and they can be eligible for up to \$150 per month special duty assignment pay. The move was necessary because of critical manning levels in a number of recruiting districts. Personnel will be assigned to the districts by BuPers but, in most cases, further assignment to recruiting stations will be made by recruiting district commanding officers.

- COLLEGE COURSES AVAILABLE BY MAIL

The Navy Campus for Achievement (NCFA) is offering naval personnel the opportunity to take college courses by mail. Application procedures are outlined in Chapter 3.6 of the NCFA Manual (CNETInst 1560.3). Courses must fit into a college degree program and course load is limited to one course per application.

Enlisted personnel can make use of the Tuition Assistance Program.

College by mail is only one of several off-duty educational programs offered through NCFA. The Defense Activity for Non-Traditional Education Support (DANTES) has published an independent study catalog which identifies the institutions offering correspondence courses for credit. Check with your command's educational services officer for more information.

- PETTY OFFICER QUALITY CONTROL PANELS TO CONVENE

All master, senior and chief petty officers whose evaluation reports show substandard performance will be screened this month (March) by a Quality Control Review Board. A second board will be convened in June to screen the performance of 1st and 2nd class petty officers.

Both boards may issue letters to individuals, notifying them that they have been identified as substandard performers. The letters will inform individuals that they may not reenlist without the approval of BuPers and that positive improvement in performance is required or administrative discharge may result. In addition, the boards may recommend to the Chief of Naval Personnel that an individual be discharged or reduced in rate. The boards also may permit an individual to transfer to the Fleet Reserve.

- NAVY WIVES' GUIDE TO EUROPE OFFERED BY WIFELINE ASSOCIATION

A booklet entitled "Tag-a-Long to Europe," prepared by the Navy Wifeline Association, is available for purchase at a special, reduced price of \$1.00. Based on the experience of hundreds of Navy wives who have "tagged along," during their husbands' deployment overseas, the 94-page booklet contains valuable information on immunizations, passports, traveling with children, what to pack, etc. Information is also provided concerning accommodations and restaurants, currency exchange, tourist attractions and military facilities in countries typically visited.

The booklet can be ordered (for \$1.00) from the Navy Wifeline Association, Bldg. 210, Washington Navy Yard, Washington, D. C. 20374.

- INTEREST RATES ON HOME LOANS REDUCED

Effective on 5 January this year, the maximum interest rate on GI home loans was reduced from 9 to 8.75 per cent. The reduced rate also applies

to FHA home loans.

For a veteran buying a home with the aid of a \$30,000 GI loan, the decrease could mean a savings of about \$2000 over the life of a 30-year loan.

- NEW HANDBOOK FOR OVERSEAS DUTY DISTRIBUTED

"You and the Law Overseas," a new handbook designed to assist military personnel in understanding their legal status while serving in foreign countries, is being distributed by DOD to all military commands, including Navy ships and stations. The pamphlet contains a concise explanation of Status of Forces Agreements. Also included is information on criminal jurisdiction, rights of the accused, payment of legal expenses and fines, double jeopardy and confinement in foreign prisons. In addition to information for military personnel, the handbook outlines the legal status of military dependents, along with DOD employees and their dependents. Additional copies can be obtained from the Naval Publications and Forms Center by ordering NAVEDTRA 46407.

- DEADLINE SET FOR BICENTENNIAL COMMAND APPLICATIONS

The Navy Bicentennial Coordinating Office has set a 1 May deadline for commands applying for designation as official Navy Bicentennial Commands. The official designation, made by the American Revolution Bicentennial Administration (ARBA), recognizes commands for their participation in the Nation's 200th birthday. To be recognized, a command must submit its Bicentennial Commemoration plans to the American Revolution Bicentennial Administration via the Navy Bicentennial Coordination Office. Officially designated commands will receive a certificate and Bicentennial flag to be displayed through 31 Dec 1976. Details are contained in SecNavNote 5726 of 16 Apr 1975.

- PHILIPPINE LAND OWNERSHIP QUESTION RESOLVED

A long-awaited decree intended to resolve questions of property ownership by American citizens in the Republic of the Philippines was issued last May. Because of the continuing interest in this subject, the provisions of Philippine Presidential Decree No. 713, along with judicial and agency actions, are outlined for your information:

- Filipinos who are now naturalized U. S. citizens and who, in good faith, acquired not more than 5000 square meters of land for a private residential dwelling before 3 Jul 1974 may continue to hold that land.

- Filipinos who acquired land before becoming U. S. citizens are exempt from the size and residential use requirements. (This is the implication of an opinion by the Philippine Department of Justice issued in 1973.)

- U. S. citizens who have resided in the Philippines continuously for 20 years as of 27 May 1975 and who, in good faith, had acquired private residential land, may hold such land if it meets the above size and residential use requirements.

- If a U. S. citizen is married to a Filipino citizen, any land they purchase is considered conjugal (marital property) and cannot be divided. Further law-making or policy decisions must occur before the exact legal status of such property can be determined.

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- U. S. citizens qualified to retain ownership of private residential land cannot retain more than 5000 square meters. Any land over this limit must be disposed of to qualified persons or entities or it will become government property.

U. S. citizens who have purchased land in the Philippines for retirement purposes and have not complied with the residence requirement of Decree 713 would not be entitled to retain such land but could transfer its ownership to duly qualified persons or entities. U. S. citizens who do not now own but were planning to purchase land in the Philippines are not qualified for such ownership.

- PCS TRAVEL TIME ALLOWANCE MODIFIED

BuPers has announced a new Defense Department policy for travel time authorized for the completion of a permanent change of station. The time allowed for travel by commercial carrier will be the actual time used or the constructive time as derived from published airline, bus or railroad schedules. If travel is completed on the day of detachment, one day of travel time will be allowed. According to the old PCS travel time allowance policy, one day was allowed for each 720 miles traveled by commercial carrier. This was based on official mileage schedules.

Travel time allowed for privately owned vehicles (POV) remains 300 miles per day plus an extra day for any excess of more than 150 miles over multiples of 300 miles. In all cases, the day of departure is a day of duty. All time taken beyond authorized travel time will be charged as leave. Further information on the travel time changes may be found in NavOp 18/76 of February 1976.

- TUITION ASSISTANCE PROGRAM FOR OFFICERS

Owing to a shortage of funds, Tuition Assistance Program for officers has been discontinued for the remainder of fiscal year 1976. The program will be reevaluated before future implementation. Officers who have served on active duty for more than 180 days are reminded that they are eligible for tuition assistance under the in-service provisions of the G. I. Bill. Individuals are encouraged to use this program to continue off-duty education.

- ONE MILLION VISIT USS ARIZONA THREE YEARS IN A ROW

More than a million visitors paid tribute at the USS Arizona Memorial last year, the third consecutive year of over-the-million-mark totals. Eight and one-half million persons have viewed the sunken battleship since WWII.

Since completion and dedication of the memorial in 1962, tourists from all over the world have visited the shrine in increasing numbers. August was the peak month, with the Navy conducting tours for 57,430 people, while an additional 50,000 made the trip on commercial tours.

The Navy tours operate six days a week, allowing passengers to board the monument. Commercial tour boats, permitted to operate in Pearl Harbor for the first time last year, are too large to tie up at the memorial's small float landing. They pause alongside Arizona while the battleship's story is related over a loudspeaker.

FOR YOUR INFORMATION

STATE INCOME TAXES

You may not have been there since joining the Navy; may only visit there once a year. Some consider it only as the place where their parents live, and others visit there frequently. Regardless of how you think of it, that place is your state of legal domicile and if it collects an annual income tax, you probably have to file a return, even though no tax may be due and owing.

It is each member's personal responsibility to file necessary forms and pay state and local taxes to his state of legal domicile. According to JAG Instruction 5840.6G, "Each United States citizen member of the Armed Forces has a 'domicile' in one of the States or possessions. The law recognizes however, that such member has but one home State or domicile; there is only one State of which the member is a legal resident for tax purposes. It should be pointed out that one's

legal 'domicile' and the 'home of record' as used in the Armed Forces are not always identical. The 'home of record' is merely a term used in the Armed Forces to designate the place to which a member may be entitled to mileage reimbursement upon separation and is not always the legal domicile . . .

"In determining its right to tax an individual, a State frequently looks to see whether the individual has claimed benefits based on domicile or has exercised his right to vote—one of the strongest indications of domicile."

The income-taxing states currently are conducting a concerted effort to locate and collect from delinquent taxpayers. They are aided in their search by computerized federal and state income tax records. The states are sure to locate most offenders.

Penalties range from one-half of one per cent to 25 per cent of the delinquent return, and the interest could be from one-half of one per cent to more than nine per cent of the late return.

The Navy sends copies of Wage and Tax Statements, IRS Form W-2, to states and cities (if applicable) which members have indicated as their domicile. In the absence of such indication, the forms are sent to the state where the member is serving. To avoid double taxation, one must generally prove that he is paying taxes to another state.

Navy men and women are protected from taxation by both their state of domicile and the state where they are serving by the Soldiers' and Sailors' Civil Relief Act. This act applies to military pay and income derived outside the duty state.

If Navy people, however, have earned any income from part-time employment in the state where stationed, or have rental or business income from that state, they may be required to pay local taxes on that extra income to the jurisdiction where it was earned as well as to their home state. Reciprocal credits may reduce any possible dual taxation.

Spouses and dependents of service members, however, are not protected under the Soldiers' and Sailors' Civil Relief Act. They occasionally may be subject to income tax by two or more states. This can happen if a spouse or dependent is a legal resident of one income-taxing state and is employed in another income-taxing state. Some income-taxing states have statutes which eliminate double taxation, but legal assistance officers should be consulted when this situation exists. Reciprocal credits may reduce any possible dual taxation for the spouse or dependents.

With the termination of the Vietnam Era on 7 May 1975, numerous tax benefits ended for Navy men and

women. State laws governing the levying of taxes have been changed in several states to reflect less liberalized tax laws.

The following states do not tax residents' income: Florida, Nevada, South Dakota, Texas, Washington, and Wyoming.

The states which do not impose a tax on active duty service peoples' pay are: California (if stationed on permanent duty outside the state), Idaho (if full-time active duty for 120 days or more and if all military income is earned outside the state), Pennsylvania (all military income earned outside of state is exempt), Illinois, Iowa (all military income exempt if service person is on active duty for more than six continuous months), Michigan (all military income is subtracted from tax return), Vermont (all active duty military pay is exempt), and Montana (compensation for active duty service is exempt).



The following are significant changes made in state income tax laws in 1975:

Alabama—Exempts first \$4750 of annual military retired pay.

Alaska—The tax law has been changed to conform to the federal tax laws. Service pay is no longer exempt.

Arkansas—Disability income (active and retired) is fully exempt from taxation.

Colorado—The exclusion of military retired pay is increased for those age 55 or older.

Delaware—Retirees' pay of up to \$4000 is exempt from taxation.

District of Columbia—The filing requirements and personal exemptions have changed. The sales tax credit has been replaced by a property tax credit.

Guam—Only one return need be filed.

Hawaii—Retired pay is exempt.

Idaho—The "grocery" credit has been increased to \$15.

Indiana—Personal exemptions have been reduced to \$500.

Kansas—The least income requiring residents to file has been increased.

Louisiana—The least income requiring residents to file has been changed to conform with federal law. The additional exemption for certain disabilities has been deleted.

Minnesota—Tax credit was increased for a single, blind person.

Missouri—The federal 1974 tax rebate is taxable.

Montana—Compensation for active duty service is exempt.

Nebraska—The food sales tax credit has increased to \$16.

New Hampshire—The commuter tax was declared unconstitutional.

New Jersey—Enacted a tax on unearned income.

New Mexico—New credits authorized.

North Dakota—Retired pay partially exempt.

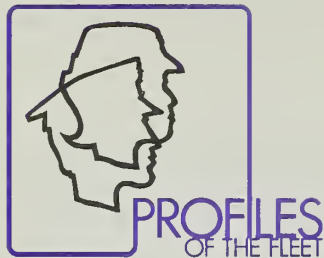
Ohio—Personal exemption increased to \$650.

Utah—Food sales credit discontinued.

Virginia—Standard deduction has 1974 dollar limitation. Does not follow federal law in 1975.

JAG Instruction 5840.6G, of 21 Nov 1975 contains a detailed state-by-state table which can be used to find out how much income must have been earned before a serviceman is required to file state taxes. It also furnishes information on personal exemptions, where to file, and tax exclusions and deferments for armed service personnel.

—JO2 D. Wheeler



KPLT Klaus- Dieter Uehr PEP Trainee On USS Leahy



Kapitaenleutnant (KPLT) Klaus-Dieter Uehr, Federal German Navy, was recently designated a Surface Warfare Officer (SWO) while serving on board USS *Leahy* (CG 16) in the Personnel Exchange Program (PEP). PEP provides officers and enlisted men of allied navies the experience of serving with the U. S. Navy, thereby expanding the understanding and cooperation between the respective Services. KPLT Uehr is the first foreign officer in the PEP to qualify as SWO in the recently implemented Surface Warfare Program.

It took less than a year for the German exchange officer to complete the Surface Warfare requirements. "Of course, I had previous experience in the field," he said, "including two tours as XO of FPBs (patrol boats) in the Baltic and North Seas, and one tour as Communications Officer in *Rommel* (D 187)."

KPLT Uehr reported to *Leahy* on 5 Oct 1973, and in two years on board participated in two Med cruises and numerous Fleet exercises. He spent 18 out of the 24 months at sea. "It's great for gaining seagoing experience," he said, "but a little difficult on the family life."

While aboard *Leahy*, KPLT Uehr served as Assistant Operations Officer. During the ship's NATO operations he was a particularly valuable asset, since his experience with NATO procedures was unmatched on board. KPLT Uehr also served as Personnel Qualifications Standards (PQS) Training Officer and was responsible for much of the training of *Leahy*'s junior officers in CIC and ASW.

When queried about what he felt were the major differences between the Federal German Navy and the U. S. Navy, he replied, "The length of German officer training is greater, and the required period of service is longer. For example, the earliest I can retire is after 33 years of service. Then, of course, there is the basic difference in the mission of the two navies. The German navy must protect the Baltic approaches and the North Sea. We also must help keep the searoutes to Europe open. The U. S. Navy attempts to fulfill the larger mission of overall sea control."

KPLT Uehr was scheduled to rotate to Germany in late October where he was to have assumed duties as Operations Officer aboard *Rommel*. Before leaving for his last Med cruise, he and his wife toured the United States for six weeks by automobile. "Besides the professional benefits, my wife and I have been able to learn about America from the bottom up," stated KPLT Uehr. "Both navies can count the PEP experience as a beneficial one."

Leahy's commanding officer, Captain Alexander M. Sinclair, stated, "KPLT Uehr has been a valuable asset to *Leahy* during the current Med deployment. The professional and dedicated manner in which he handles any assignment is a credit to him and the Federal German Navy. I personally feel that the PEP is an excellent program that should be continued. It builds a unique understanding between our allies and us. This, of course, can only result in better cooperation and fighting effectiveness of our alliances."

—Story by ENS Jim Warren, USN

Kapitaenleutnant Uehr plots a navigational fix while on bridge of USS *Leahy* (CG 16). Photo by PH 3 D. Trampe.



HM2 Gonzales

He Puts People At Ease

"I can have your new pair of glasses fitted in less than an hour," Hospital Corpsman 2nd Class Joe Gonzales declares proudly. "There are few places that can do that for you."

In his work as optician at the Subic Bay Naval Hospital, the Republic of the Philippines, Joe prides himself on being able to put people at ease while they are under his care. "I like working with people and helping them. It's a good feeling."

The young corpsman joined the Navy in 1969. Before coming into the sea service, he had been a musician. "I had been playing in bands on the West Coast for a few years but saw no future in it," Joe relates. "I knew I wanted to travel and I wanted the training. So it was the Navy for me."

A typical day for Joe begins when a seaman from one of the visiting Seventh Fleet ships arrives to have new glasses fitted. Joe efficiently prepares the necessary components for grinding the lenses.

Knowing many people feel self-conscious about wearing glasses in the first place, Joe tries to make the transition as smooth as possible by providing precision grinding and fitting.

"This is one of the areas where being a concerned craftsman comes in," Joe said. "This sailor," he points out, "has a powerful prescription. If I grind his lenses as I would the average prescription, they will look too

thick. Grinding a bevel on the edge of the lenses 'hides' the thickness of the glass."

The young seaman asks jokingly for fashionable wire frames. "Sorry, we seem to be out of those right now, but I can give you these nice, executive-style frames," Joe replies.

The frames are heated and the lenses inserted securely. After making minor adjustments to the glasses, Joe gently places them on the young man. "They're still warm," Joe warns, "but do they feel OK? Can you see clearly?"

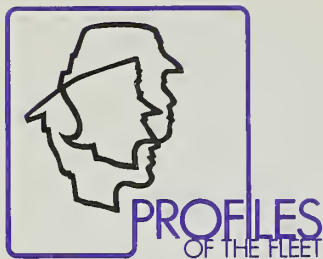
A "yes" to both questions and the seaman is soon on his way back to his ship.

"It makes me feel good to know that I did the best job possible on his glasses and no amount of money could buy him better eye care," Joe said. "In this job self-satisfaction is your biggest reward."

Joe has managed to accomplish more than he ever thought he would in the years he has spent so far in the Navy. He has not only helped himself by taking advantage of educational opportunities, but also has entered a field where he helps others as well.

—Story and Photos by PH1 J. R. Sheppard

Above: To ensure his patient's satisfaction HM2 Joe Gonzales carefully checks new eyeglasses for proper fit and comfort.



All-Navy Contest Produces Loads of Talent

Three vocalists took top honors in the 1975 All-Navy Talent Contest, held at NAS Corpus Christi, Tex. Seaman Edwin Posey, III, walked away with first prize with his renditions of "Cabaret" and a medley of farewells. The same contemporary tunes won him first place in the Commander Allied Forces Europe talent contest.

Posey, now stationed in Italy, is not new to talent contests. He has competed in local command-sponsored contests since joining the Navy, and placed third in the 1973 All-Navy contest.

Running a close second to Posey was Lieutenant Donald Schramm, representing the Sixth Naval District. His selections, including "The Impossible Dream," were well received by the audience.

In third place was Chief Machinist's Mate James Berry, Third Naval District, back for his second All-Navy contest. Chief Berry performed the "Battle

Hymn of the Republic" with an added twist—he improvised a "trumpet" accompaniment by voice. The submariner won last year's contest with a similar improvisation.

Nineteen other entertainers also competed. Several of the acts rendered original compositions: Lieutenant Commander Michael Sharrock, Fourth Naval District, and Navy Chaplain (Lieutenant Commander) Paul Moore, from Commander Naval Forces Philippines, sang their own compositions, as did Operations Specialist 3rd Class Bobby Terrell, Dental Technician 3rd Class Walter Beggs, Radioman 2nd Class Wayne Deweesé and Communications Technician 3rd Class David Adams.

An instrumentalist, Chief Machinist's Mate James Harding performed selections on the flute, clarinet and saxophone. The other instrumentalist in the contest was a drummer, Richard Carbaugh, an aviation boatswain's mate from USS *Ogden*, representing the 13th Naval District.

Featured in other acts were Mess Management Specialist 2nd Class Ignacio Lim, Jr., Navy nurse Lieutenant Eileen Oswald, Lieutenant (jg) John Wilson, Signalman 1st Class Richard Santos and Radioman 3rd Class Frank Urban.

Three vocalist-guitarists completing the acts were Boiler Technician Kevin Fears, Aviation Electrician's Mate 2nd Class Edwin McWilliams and Communications Technician Forrest Ames. A special feature in the All-Navy Talent Contest was Aviation ASW Technician 1st Class Gregory Neuffer, a storyteller from NAS New Orleans.

This year's winners were selected by a panel of six qualified judges. The judges based their decisions on technical quality, composition, stage presentation and the charisma of each performer.

First place winner, SN Edwin Posey, III, is flanked by second place winner, LT Donald Schramm, (left) and third place contestant MMC(SS) James Berry, (right). Other persons are entries representing U.S. Navy commands throughout the world.



A Short Tour With Sailor of the Year

They flew up from San Diego for five days' R&R. When the vacation ended, they agreed it was one they'd never forget. That's the way Chief Boatswain's Mate Frank Czajkowski and his wife Marsha felt.

Is it any wonder? Their Las Vegas trip was all-expenses paid, and they were celebrities of sorts during their stay in the fabulous desert city. The five days' R&R in a stateside city of their choice was just one reward they received for the chief's being chosen 1975 Shore Sailor of the Year.

"We picked Las Vegas," Chief Czajkowski said, "because we feel it's one of the most exciting cities in the nation."

They may not have realized just how exciting Las Vegas was until they arrived and found what was in store for them.

After being met at the Las Vegas airport by Chief Operations Specialist Jim Dolloway, Vegas' senior recruiter, they were driven to a "fabulous" hotel. The hotel, it turned out, was treating the Czajkowskis to five complimentary days, complete with a beautiful room, all meals and refreshments. Other parts of the trip were sponsored by the Fleet Reserve Association in recognition of the chief's selection as a Sailor of the Year.

Chief Dolloway and his wife Gale served as guides and hosts for the next five days. "They went above and beyond the call of duty to make our stay enjoyable," Czajkowski said.

The first afternoon in Vegas found the Czajkowskis holding an impromptu news conference and photo session in their hotel room with local newsmen—their introduction to fame. The limelight didn't dim as they broke away for their first evening on the town and found a front row center seat awaiting them for the "Folies Bergere" dinner show. They went as specially invited guests of the hotel management.

"This certainly was one of our biggest thrills," Mrs. Czajkowski said. "As others waited in an almost endless line, we were escorted to our seats. Of course, everyone was staring and wondering who we were."

After the show the Navy couple tried their luck in the casino. "This, unfortunately, was not on the house," said the chief.

The first full day ended in the small hours, "but it was still difficult getting to sleep thinking about how beautiful the 'Folies' had been, and our fabulous day," Mrs. Czajkowski said.

Next morning, Chief Dolloway escorted them to city hall where the mayor gave them the symbolic keys to the city.

Breakfast followed, and Mrs. Czajkowski was pre-

sented souvenirs by a restaurant manager, including a baseball autographed by Maury Wills, who was also eating there.

"Marsha is an avid sports fan," said the chief, "and she really floated on cloud nine when the manager brought Maury Wills over to meet us. This may have been her biggest thrill of the trip."

That evening the red carpet was rolled out again—this time for the dinner show "Lido de Paris" at another hotel.

"By now we were 'old hands' at this and were much more at ease," Chief Czajkowski said. At ease until the next morning, that is, when he made his first television appearance.

"It was only a two-minute spot on a local show," he said, "but I was so nervous it seemed like two hours. A 30-second tape was also made for the evening news and as a result of the newspaper and television coverage, I became fairly recognizable to the public," he continued.

"This was kind of neat, especially in a city filled with so many celebrities. Everybody congratulated me, saying that being a Sailor of the Year is a great honor, and that it's a super program for the Navy."

"Later, I went on radio for a few minutes. This wasn't nearly as frightening as television."

In the afternoon the chief went to the local recruiting office for a question-and-answer period with recruiters. Then, after dinner with the Dolloways, the two couples took in another show, at still another hotel.

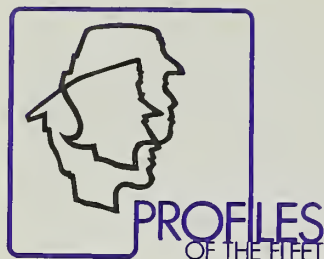
The following day the Czajkowskis were treated to a complimentary escorted tour of the Lake Meade and Hoover Dam area. Also included were a buffet lunch, a 90-minute boat ride and a guided tour of the dam's power and pump works.

Their final evening was spent seeing one more show. After that they made one last tour of Las Vegas where the nights and days seem turned around. "The hours finally caught up with us and we had to catch a few hours' rest. By then there was only time for a bite to eat and get to the airport."

—JO1 Tom Jansing

BMC Frank Czajkowski, sailor of the year for 1975, with his wife Marsha.





Seabees Restore U.S. Memorial In Shimoda, Japan

"He was killed by a fall from the fore-topsail yard while in the discharge of his duty on board the USS Steamer Powhatan," reads an epitaph on one of five tombstones—memorials to the first Americans buried in Japan about 120 years ago. The tombstones, located in Shimoda, mark the graves of three sailors and two Marines, all members of Admiral Perry's famous Black Ship Expedition that opened trade between the United States and Japan.

For over a century these memorials, erected by the American shipmates of the fallen, have stood at Gyo-kusenji Temple and withstood constant changes in weather. Rains, heavy winds and muggy summers have eroded the headstones until some letters became unreadable, yet the basic structures remained sound until an earthquake struck the small fishing town on 10 May 1974.

Cracks abounded from top to bottom of each stone and the patio on which they rested gave way, causing the base of each to sink forward nearly a foot. The markers looked as though they would not stand another week, much less another century.

The stones remained in that condition for nearly a year before Shimoda city officials asked the Navy for help in repairing them. Lieutenant Commander Alexander C. Gunn, staff civil engineer for Fleet Activities Yokosuka, with Senior Chief Kenneth G. Hall, went to Shimoda to inspect the ancient memorial and assess damages.

After deciding that the stones could be restored, Gunn and a crew of four men left Yokosuka in April to preserve a little American history in a Japanese town.

What made the Seabees' job tough was that the stones stood alone on top of a small hill. The only access was a narrow flight of stairs. Working space was severely limited. Both ends of the plateau were

blocked—one end by other gravestones and the other by hedges. One careless step on the plateau would result in a 10-foot drop onto a concrete slab or into a drainage pool.

Each memorial had to be disassembled stone by stone and each stone, 65 in all, weighed from 200 to 400 pounds. Once the structures were taken apart, a reinforced slab was poured to fill the gaps caused by the quake. After this slab dried, the tombstones were pieced back together. To ensure that each stone was replaced in its original position, each had been marked and pictures taken beforehand. Finally, a fresh patio was poured around the reconstructed stones.

Seabees restored the monuments using many of the same techniques of the original builders 120 years ago. Where the men of the past probably used an A-frame and block-and-tackle to lift the stones, the Seabees used the same rig in a metal scaffold and a winch, plus the same old-fashioned, heavy-duty muscle.

Care was taken with every stone since they were fragile and brittle. "Because of the age and historical value, it was kind of like an archeological job instead





of construction," said Senior Chief Hall.

"We had to get them back to what they looked like 120 years ago," added another of the Seabees. If they had failed in that respect, one person in Shimoda would have noticed immediately.

That person would have been Mrs. Setsu Murakami, better known as "Obasan" (grandmother). She takes care of the temple grounds and has lived there for 52 years.

Though it was city hall that had called the Seabees to Shimoda, Obasan was the lady whose bright smile welcomed them at the job site every day. It was she who kept people from damaging their work when they weren't there. And it was she to whom those stones meant more than anything else. So she was the lady the construction workers wanted to please.

And please they did.

On the final day, as the Seabees were planting new flowers along the stairs to the stones, Mrs. Murakami's satisfaction showed in her bright smile and her eyes. Even if she hadn't been going around saying (to nobody in particular) "suteki, suteki" (nice, nice), it would have been easy to tell she was pleased by just looking at her. The Navymen not only repaired a part of history, but also they repaired a part of her life.

Story by JOSN John Williams

Left: Bags of cement and sand are moved to the work site by a conveyor, constructed by Seabees for use in restoration of the 120-year-old memorials. **Top:** Under the direction of SCPO Hall (center), Seabees replace top stone from the main section of a monument. **Right:** The tombstones of three Navymen and two Marines, members of Admiral Perry's Black Ship Expedition, stand straight and sound following restoration by Seabees from Yokosuka, Japan.



HELPING HAND-

Navy Assists Flood

Navy volunteers literally "came to the rescue" during the worst winter flooding in western Washington's history. A sudden snowpack thaw in the Cascade Mountains, followed by heavy rains, caused five major rivers to overflow their banks, devastating bordering counties. Help was desperately needed—NAS Whidbey Island personnel got busy.

The air station, located 27 miles from the worst flood area, wasn't in danger. But volunteers from the station came to the aid of flood victims by rescuing stranded families and building sandbag dams against the rising water.

Their efforts accounted for more than 100 air rescues and figured prominently in saving the business district of one community and the water supply of another.

The most dramatic moments of the flood were the helicopter rescues by the Search and Rescue unit. Usually, the men of the unit consider themselves busy with a few rescues a month. During the emergency, the SAR unit was credited with 114 rescues completed during 40 hours' flying time.

The pilots were forced to take risks normally avoided. At one time, Lieutenant Bryce Graham hovered under a power line to reach a victim. Another pilot was forced to land on a railroad track to rescue a man with a broken leg.

Helicopter crews continually had to improvise for each situation. One family that included small children and a four-month-old baby was plucked to safety minutes before a dike broke and sent water cascading through their home. The baby was zippered into a parachute bag for the lift to the helicopter.

Understandably, children were quite frightened until aircrewmembers reassured them. "One little girl cried until I told her it was just like a roller coaster ride. Then she began to enjoy herself," a crewman remembers.

Also requiring careful handling was a pregnant woman and another woman who had suffered a heart attack. Luckily, Navy doctor Lieutenant Commander Richard Imes was aboard the helicopter and administered aid at the scene. The heart attack victim later recovered, possibly due to the immediate medical attention she received.

Just as important as the lifesaving endeavors of the aircrewmembers was the tedious, backbreaking work performed by ground crews. Lieutenant (jg) Guy Blanton and his 54-man Seabee crew, assisted by a 32-man volunteer relief crew from the base, led by Lieutenant Duke Smith, spent nearly three days fighting the flooding waters, often working through the night. The ground crews filled an estimated 65,000 sandbags used in dike-building.

As many as 300 Navymen at a time were at work on a sandbag dike around a water treatment plant in danger of flooding. The plant supplied water to more than 23,000 people—saving it was vital. The job was made even more difficult because flood waters had made the ground surrounding the plant so spongy that no trucks could be used. Sandbags were carried by wheelbarrows to the dike location over a wooden catwalk,



Left: Navy volunteers from NAS Whidbey Island lend a hand by filling sandbags for use in building dams. Over 65,000 were used. **Facing page, top:** Station Disaster Control communicator acts as liaison for ground crew and rescue team operations. **Right:** Flood levels in housing areas necessitated the use of Search and Rescue helicopters to take stranded persons to safety.

Victims

constructed by the Seabees. Navy and civilian volunteers worked through the night and finished the dike at 0300, saving the treatment plant from extensive damage.

By building yet another sandbag dike, Navy workers are also credited with helping to save the Mt. Vernon, Wash., business district. The community of 10,000 was threatened by rising waters of the Skagit River. At its peak, the river rose over seven feet above flood stage.

The waters have receded. Seven counties were declared disaster areas with damages exceeding \$50 million. The flood was a disaster; further tragedy was avoided by the many Navy efforts. There were no deaths reported.

The mayors of local communities have lauded the efforts of Navy crews, citing the untiring determination of the volunteers. Through their unselfish actions, the people of Whidbey Island Naval Air Station showed their concern for their neighbors and community.

Story by LCDR R. A. Woehler;
Photos by PH2 S. Medina, PHAN
N. Carlberg and FN E. Dyson





NAVY REFORESTATION PROGRAM ON THE ENVIRONMENTAL FRONT

What does a seagoing service like the Navy have to do with forestry? A great deal. While the Navy's missions involve the sea, it also maintains close to 4,400,000 acres of real estate for the naval shore establishment. Almost 300,000 acres of that is open to use in the area of forestry.

Aside from the fact that the Navy's forestry program has returned \$10 million to the government during the last 14 years, it has also greatly enhanced the nation's

vital real estate through environmental and ecological measures.

Active duty naval personnel take no part in the work of the forestry program but they, along with their civilian counterparts, do enjoy multiple benefits such as use of military property for recreational pursuits.

Here's the story.

An active, productive forestry program staffed by professionals has been a way of life for the Navy for over 14 years. It is one of three areas under the Navy's Natural Resources Management Program, supervised and managed by Naval Facilities Engineering Command Real Property Management personnel. The program had its start in 1961.

At that time almost half the 294,000 acres now under management was in need of restoration, improvement, and development.

This was due, in part, to the fact that a lot of land acquired over the years for Navy and Marine Corps installations had been stripped of marketable timber. Recognition of the need for such a program was lacking, not also to mention a lack of funds and a scarcity of technical assistance.

Forest areas or land having timber growth potential had to be mapped out, inventoried, evaluated, and the whole effort had to be organized for management. Schedules were developed for seeding and reforestation. Less productive timber was to be removed while the best specimens were to be left as crop trees.

"Long-range forest resources management plans specify where and when timber will be cut in a given area, and what will be done to keep the land at its maximum level of productivity," said Roy H. Ledford, forestry branch head at Naval Facilities Engineering Command's real estate management division.

Facing page: The Navy's forests enhance the nation's vital real estate. Shown here is an area of NAS Patuxent River which received the Navy's Natural Resources Conservation Award. Left: A naval officer views a wooded area that underwent rehabilitation at NRS (T), Cutler, Maine.



ON THE ENVIRONMENTAL FRONT

"Currently we have 15 professional foresters serving five engineering field divisions and 65 stations with forestry programs," he said. "Each area has its own soil and timber factors, productivity problems and market conditions. Management methods must be flexible enough to fit various conditions throughout the United States."

Since the Navy's Forest Resource Management program began, contracts have been let to the highest bidder on 114,000 acres yielding 144.7 million board feet of timber. Almost \$10 million has been returned to the government since 1961.

Over \$60,000 a year is being saved in grounds maintenance as timber stands replace what were once grassed, weeded or brushy areas.

"As the annual cut has been consistently below the amount allowed, the growing stock in most timber producing areas is rapidly increasing. This means that a higher volume and better quality product will be harvested in time," Ledford added.

During the early years of the forestry program, expenses exceeded sales, but the margin narrowed as timber on reforested areas was brought into production. Last year's excess of proceeds over expenses amounted to about \$1.2 million.

Money from the timber harvests is placed in a central fund controlled by the Department of Defense. Deposits are used to cover forestry program expenses and



Left: Navy real estate is managed with a view to many environmental factors, including erosion control, fish and wildlife conservation, and recreation potential. Top right: Planned forestry can build a watershed to help control soil erosion and reduce air and water pollution. Right: Wild waterfowl on a man-made lake, living proof of a healthy environment at award-winning NAS Patuxent River.



any excess is used for other property disposal expenditures.

Other aspects of forestry operations include building and maintaining timber access roads, fire prevention and protection, and weed, insect and disease control.

The two other closely related disciplines also supervised and managed by the Deputy Assistant Commander for Real Estate, (NAVFAC) are Fish and Wildlife, and Soil and Water conservation. Methods used to produce timber generally improve the habitat for fish and wildlife. Soil and water conservation is also facilitated. To ensure that all operations meet both military and national environmental standards, environmental impact assessments are made for all planned work.

"Sound forestry management has beneficial aspects not measurable in monetary terms alone. It affects a host of other areas as well," Ledford said.

Planned forestry has favorably affected the environment through erosion control, watershed protection, and air and water pollution reduction. Moreover, it has improved the aesthetic quality of the landscape along with its recreational potential.

Last year, in the pursuit of recreation, nearly a million and a half individuals took advantage of an open-door policy, joining military personnel at numerous installations on approximately two million acres of land and 42,000 acres of waterways.

Activities ranged from camping in the woods and hiking along nature trails to boating, swimming and skiing.

"We are constantly on the alert to make full use of

the most recent developments in the field of forestry," Ledford said. "Improved techniques will help the Naval Facilities Engineering Command continue to manage natural resources in accordance with its military mission, and in the manner best serving the environment, the people, and the national interest."

TREES FOR OLD IRONSIDES

Besides timber production and multiple-use forestry operations, the Navy's forestry branch is also involved in the following research and special projects:

- In the future, timber resources needed for overhauls of USS *Constitution* ("Old Ironsides") will be provided by harvests from white oak timber stands at Naval Ammunition Depot, Crane, Ind., and from Douglas-fir groves in Navy forest lands in the Puget Sound area.

- Tree species are being evaluated for timber production on semi-arid land at U. S. Naval Weapons Station, Concord, Calif. Types include 33 kinds of eucalyptus trees and 16 varieties of Mexican pine. The experimental research is being conducted in coopera-

tion with the U. S. Forest Service.

- Navy foresters are working in conjunction with the Department of Agriculture and the U. S. Forest Service at Naval Ammunition Depot, Earle, N. J. to control and eliminate the gypsy moth. Since the discovery of this moth at that location about 10 years ago, damage and mortality to timber stands have run as high as 90 per cent.

Chemical and biological measures are being used to control the moth, and research to eliminate the insect continues. Management practices to reduce impact also include replacing highly susceptible forest types with more resistant timber.

- The Navy has a forest management program at Subic Bay, R. P., which enhances relationships between the Republic of the Philippines and the United States. Valuable species such as teak and large-leaf honduras mahogany have been introduced and other timber-producing types are encouraged. Eventually, the forest area will be returned to the Philippine government.

- The forestry program includes management of quality timber for possible use in time of national emergency.

NAVY CONVERSATION AWARD WINNERS

Naval Air Station Patuxent River, Md., and the Marine Corps Base, Camp Lejeune, N. C., have been named as first-place winners of the Navy's annual Natural Resources Conservation Award. Both activities are in the 5000 acres or more category, and both received special recognition in the Secretary of Defense conservation award competition.

Although not selected as candidates for DOD competition, Navy and Marine Corps winners in the 5000 acres or less category were Naval Radio Station (T), Cutler, Maine, and the Marine Corps Supply Center, Albany, Ga. (NRS Cutler also won a conservation award in 1974; see ALL HANDS, April 1974, page 30.)

The four activities were selected from 19 Navy and Marine Corps nominees by a panel of prominent conservationists and were judged on the basis of three years' achievements. Criteria included forestry operations, fish and wildlife management, soil and water conservation, and environmental improvements. Other factors were development of outdoor recreation areas, conservation education and club activities, and community relations.

In addition, seven other installations qualified for a Secretary of Defense certificate for meritorious achievement in natural resources. They are:

- Naval Weapons Station, Earle, N. J.
- Naval Air Station, Lakehurst, N. J.
- Naval Ammunition Depot, McAlester, Okla.
- Naval Air Station, Meridian, Miss.
- Naval Weapons Station, Charleston, S. C.
- Naval Station, Adak, Alaska
- Naval Weapons Station, Concord, Calif.

The Navy's Natural Resources Management is part of the national conservation program which encompasses more than 19 million acres of the 25.6 million acres of land controlled by the Department of Defense.

—JOC Shirley Wilson



ALL ABOUT MARS

Military Affiliate Radio System

A small airplane crashes near Fredericksburg, Va. Within minutes after the accident is discovered, a MARS member has directed rescue workers to the crash scene by radio.

It's been a long day for Bill. Everything went wrong from morning muster to secure. He's new on base and hasn't made many friends. He misses his family but can't afford to call home. Again, MARS comes to the rescue.

The Military Affiliate Radio System—MARS—is a network of amateur radio operators. The mission of the Navy-Marine Corps MARS is to provide emergency communications on a local, national and international basis as a supplement to normal naval communications. In case of a national disaster, the Navy, therefore, is guaranteed additional open lines of communication to almost any part of the world.

Since disasters occur infrequently, MARS stations are generally used to relay phone patch calls or send teletype messages from servicemen overseas to their loved ones at home. In emergencies, such as a plane crash or a search and rescue operation, MARS is on hand to provide communication when normal means are not available.

The system has more emergency communications potential per tax dollar than any other program within the Department of Defense. This is due largely to the volunteer nature of the program. Its strength lies in the technical and operational skill of its civilian members to provide the flexibility necessary for survival communications.

The Navy and Marine Corps MARS system began in 1963, when limited operations commenced within the continental United States. The system soon grew to more than 8500 member stations.

In 1972, a membership review resulted in setting a ceiling of 4000 members. That level is considered sufficient to carry out the assigned emergency communication mission effectively. A small staff of active duty military personnel would be capable of supervising and administering the effort.

Located in Arlington, Va., the MARS Washington, D. C., station is the hub for operations on the east coast. That station is also the office of Chief of MARS, Lieutenant Commander Steve Adams. He and his small staff coordinate the efforts of almost 3500 civilian operators. They also operate their own MARS station, handling more than 72,000 radio-telephone patches and 153,000 teletype messages a year.

MARS operations extend to Alaska, Hawaii, the western Pacific, the Far East, the Caribbean, Iceland and Diego Garcia. There are crossover networks to the Army-Air Force MARS system for coverage of areas where Navy-Marine Corps MARS is not operational.

The bulk of the participants in the MARS program are volunteer civilian amateur radio operators who work the system on their own time, using their own licensed equipment. They are not paid for their services. Before

Below: Making fine adjustments to complex radio equipment, Seaman Apprentice Mike Thomas maintains radio contact with overseas stations. Facing page: Robert Ratliff keeps his MARS operators up to date on the latest in radios and radio procedures.





becoming a MARS member, a volunteer must be licensed by the Federal Communication Commission (FCC). The volunteer must then meet the MARS program criteria, spelled out in Naval Telecommunications Procedures Communications Instructions (NTP-8) for the U. S. Navy-Marine Corps Military Affiliate Radio System.

Besides the enjoyment of becoming more involved with his hobby, a MARS volunteer reaps other benefits. Any salvageable radio equipment surveyed by the government is available to MARS operators for use in their stations as long as they remain members. This provides them equipment they might not be able to afford privately.

MARS calls can usually be placed from anywhere in the world where servicemen are stationed and on occasion can be initiated inside the United States to bases overseas.

The only cost involved is regular commercial telephone rates from the MARS station receiving a call to the phone number accepting the call. Whereas a normal commercial call from Australia to the U. S. costs approximately \$25 for three minutes, a similar call, using MARS facilities, costs the commercial rate between the location of the MARS receiving station and the person being called. If the MARS station is in the same city as the person called, no charge would result.

To place a call from overseas to their home in the states, Navy men or women phone the local MARS station. The operator is told the location and phone number of the person to be contacted. The MARS operator checks the schedule of the receiving station. In some cases the call can be placed immediately. Because of time zones and operating schedules, it may take some

time to get other calls patched through, although usually no more than a day.

MARS also has teletype capabilities. A message can be sent free over the Navy-Marine Corps systems.

For phone patching, when the receiving station is contacted over MARS frequencies, the receiving operator calls the phone number requested. After reversing charges, the receiving station "patches" the call through on a regular phone line.

Teletype messages are sent over regularly scheduled teletype circuits to the station nearest the destination. The operator of the receiving station then calls the person the message is addressed to and reads it over the phone to the receiving party. If requested by the receiving party, a copy of the message is also mailed.

While MARS is an inexpensive way for servicemen overseas to call home, in some places—such as Diego Garcia and Antarctica—MARS can, at times, be the only fast link with families. Mail is a very scarce item during an Antarctic winter. MARS brings sailors news of home, and also brings them a bit closer to their families.

A whole new range of MARS operations will soon include ships at sea. With MARS capabilities aboard ship, news will be immediate and as personal as a local phone call.

With the commanding officer's permission, qualified volunteer operators may establish stations aboard ship for sending and receiving over MARS frequencies. A new directive—NAVTELINST 2371.1—is being distributed to set forth guidelines for MARS operation aboard ship.

Whether it is an emergency or a lonely Navy member calling home, MARS is there to help.

—JO2 D. Matthews

DEFENSE PROPERTY
DISPOSAL OFFICE

A GOLD MINE AT YOUR SERVICE





Thar's gold in them thar hills! The gold isn't yellow, nor the hills rock and dirt, but your command and perhaps you may be able to stake a claim in this "gold mine." It's as close as your nearest Defense Property Disposal Office (DPDO).

Disposal offices are not just junkyards—a common misconception. The materials processed by the centers are reusable (sometimes new) "excess" items, not to be confused with scrap, which is customarily sold by the pound.

Worldwide assets of the disposal service add up to billions of dollars. Millions of items await screening at DPDOs and are available to any DOD agency that needs them.

Reutilization is the key to savings in this project. With command funding reduced to present levels, the importance of the DPDO's is immeasurable. The no-cost acquisition of materials benefits military, federal and state government agencies, and even schools.

Established in September 1972, under the Defense Supply Agency (DSA), DPDO closed the door on the old system that had each service handling its own excess materials. Now DSA coordinates the processing,

At left: Silver wash is recovered from small electronic parts for large savings. Facing page, bottom: "Reutilization" specialist Pete Yanich, San Diego DPDO, checks the paperwork on crates of new cable. Below left: The scrapyards at the North Island Naval Air Station DPDO is not a junkyard. Materials are segregated and reused, or sold as scrap. Below: Checking the condition of excess material, such as this truck, is the job of DOD civilian specialist Jose E. Martinez.



reutilization, and donation of over five billion dollars annually in excess materials. A computerized master list at Battle Creek, Mich., DPDO headquarters, can locate specific items quickly from DPDOs all over the world. "If you need it, we've probably got it somewhere," claims Gerald F. McGhee, property disposal officer at San Diego's DPDO.

The process of finding what your command needs is relatively simple. Call Defense Property Disposal Service Battle Creek and find out the location of the DPDO nearest you. Usually, any fair-sized base will have some kind of facility. Go there and check their inventory. If your local DPDO has the item you need, you can physically check for defects before submitting either Form DD-1149 or DD-1348 to claim it.

If the local disposal office doesn't have your item, there are catalogs called (EPPLS) of other disposal offices you can check. If the item is still not available, the master list in Battle Creek can be used to continue the search. For more personalized assistance, contact one of the region offices near you. The regions are listed separately.

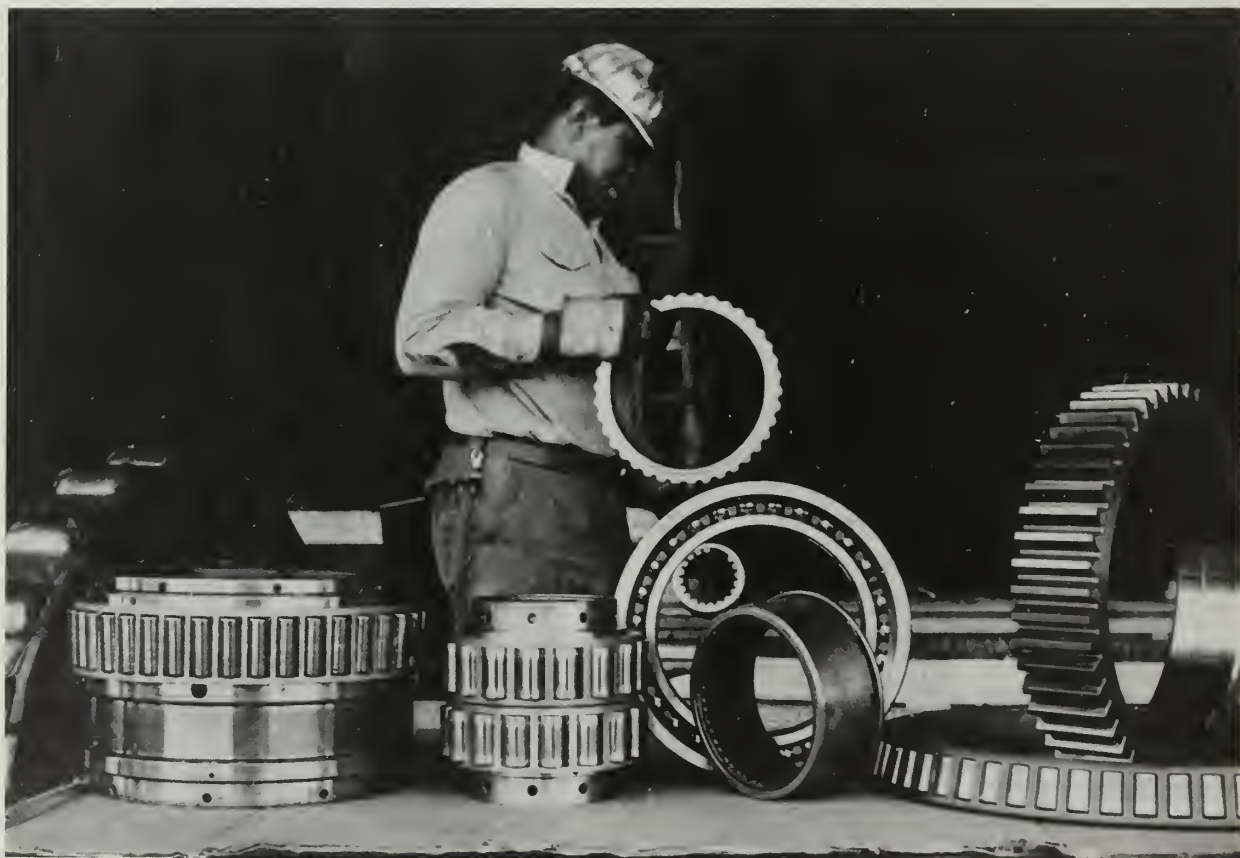
"We're not here to try and replace supply," states reutilization expert Pete Yanich of San Diego. "We just want to get as much of this usable material back into the system as possible."

In these times of funding cutbacks, it may well be worth your while to check with your local property disposal office.

—Story and Photos by PH1 Carl Begy



Above: Thousands of excess items are separated and await screening at each of the local Defense Property Disposal Offices throughout the world. Below: These bearings are no longer usable so they are sold as scrap by the pound.



A LISTING OF SOME OF THE MAJOR DPD ACTIVITIES...

There are many Defense Property Disposal Offices located in the United States and overseas. As stated in the accompanying article, you can find the one located nearest you by contacting Defense Property Disposal Service, Battle Creek, Mich. 49016. You may also want to contact one of the regional offices or overseas offices that are closer to you. They are listed below.

Mailing Address	Location
Defense Property Disposal Region (27) P.O. Box 13110 Columbus, Ohio 43212	3990 E. Broad Street Columbus, Ohio
Defense Property Disposal Residency (16) P.O. Box 100 Portsmouth, R.I. 02871 (Conducts sales of vessels)	Building 115 Naval Base, Gate 51 Portsmouth, R.I.
Defense Property Disposal Region (31) P.O. Box 14716 Memphis, Tenn. 38114	Defense Depot Memphis 2163 Airways Blvd. Memphis, Tenn.
Defense Property Disposal Region (41) P.O. Box 58 Defense Depot Ogden Station Ogden, Utah 84401	Defense Depot Ogden Building 2A 500 West 12th Street Ogden, Utah

There are a number of offices located overseas. The ones that most naval activities would be principally interested in are the following:

Defense Property Disposal Region, Europe (50)
Lindsey Air Station
APO New York 09666

(Conducts sales of surplus property generated by DOD activities in European countries and also in the Azores, Greenland, Iceland, Eritrea (Ethiopia), and Morocco.)

Defense Property Disposal Region, Pacific
APO San Francisco 96553
Building 104
Fort Kamehameha, Hawaii

Defense Property Disposal Office, Sales Div. (60)
Naval Supply Center
Box 300
FPO San Francisco 96610
Storage Area
Pearl City, Hawaii

Defense Property Disposal Office, Sales Div. (61)
APO San Francisco 96220
Pupyong-Dong
Inchon-Si
Kyongki-Do, Korea

Defense Property Disposal Office, Sales Div. (62)
APO San Francisco 96343
No. 600 Kamiyabe
Sagamihara City
Kanagawa Prefecture
Honshu, Japan

Defense Property Disposal Office, Sales Div. (64)
FPO San Francisco 96651
U.S. Naval Supply Depot
Subic Bay
Republic of the Philippines

Defense Property Disposal Office, Sales Div. (65)
FPO San Francisco 96630
U.S. Naval Supply Depot
Guam, Mariana Islands

Defense Property Disposal Office, Sales Div. (66)
APO San Francisco 96248
Bldg. S-320
Camp Mercy, Okinawa
Ryukyus Islands

letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Navy Internal Relations Activity, Office of the Chief of Information, Washington, D. C. 20360.

Enlisted Evaluations

SIR: I am concerned about one major fallacy in the preparation of the Enlisted Performance Evaluation.

BuPers Notice 1616 of 16 Aug 1973 and BuPers Manual 3410150 state, "A member reported on shall be afforded the opportunity to view the completed report and, in acknowledgement thereof,

affix his signature in the space provided." and, "The Worksheet and the official report that has been signed by the reporting officer are then utilized for counseling of the member prior to submission of the official report."

Considering the many complaints from enlisted personnel being evaluated concerning marks awarded and the fact that they must submit a letter of rebuttal within 15 days to the Chief of Naval Personnel requesting action be initiated to change the marks, I feel much disagreement and resentment could be avoided by allowing members to view and discuss their assigned marks prior to the reporting officer's signature on the smooth copy to be submitted. I know it would save a lot of time and words in the personnel offices when the members are called for signature.—PNI R. D. F.

● The Chief of Naval Personnel charges commanding officers with the preparation and submission of evaluation reports. The methods which commanding officers employ to accomplish the task is placed entirely in their charge. The problems that the personnel office has experienced at your command may be resolved by the commanding officer adopting your recommendation. Owing to the many different types of commands, the procedure which you have suggested could prove to be difficult because of the different physical locations of the reporting senior and the rates, and the number of evaluations submitted.

However, you should submit your recommendation to your commanding officer for consideration. All previous instructions and notices concerning the preparation of performance evaluation reports have been incorporated into BuPers Manual 3410150.—ED.

Flag Waver

SIR: We enjoyed, and appreciated, your article "Visit With A Flag Waver" (Nov 1975). However, we at the Signalman "A" School, Orlando, Fla., feel that you have used either an incorrect or incomplete signal (CORPEN ZERO NINE ZERO) in your article.—SMCS P. S. P.

● You are right. The signalman detailer in BuPers commented: "'Corpen zero nine zero' is not a correct signal. 'Port' was omitted by mistake. The signal should read, 'Corpen port zero nine zero.' This is just one signal that could be used. A corpen signal must contain 'Starboard' or 'Port' when signaling action to indicate direction of turn."

Upon receiving this word we checked the original press release upon which the story was based and learned that 'port' was indeed omitted.—ED.

'Last Shot' of WW II

SIR: I read a recent article that said USS Concord (CL 10) had fired the last shot in WW II. It was always my belief that USS Saint Paul (CA 73) had fired the last shot of WW II on the main island of Japan. Please let me know.—G.T.P.

● Your question is not a simple one. No one really knows who fired the last shot of WW II. Concord (CL 10) did conduct a shore bombardment of the Suribachi Wan area of the Kuril Islands on 13 Aug 1945. On the other hand, St. Paul (CA 73) is officially credited with having fired the last major-caliber salvo of the war on the Japanese home islands on 9 Aug 1945.

To complicate matters, Task Force 38 was attacked by Japanese aircraft on 15 Aug 1945, just after the order to cease hostilities was received. Those planes were fired upon and some were shot down. Whichever of these constitutes the last shot of the war depends upon how one defines "last shot."

Official recognition of a "last," however, extends only to St. Paul and then, specifically, with regard to the last major-caliber salvo fired against the Japanese home islands.—ED.

WW I Sub Sinking

SIR: I am writing on behalf of my husband who was recently a guest at the local Navy celebration of the Navy's 200th anniversary. Following this function the recruiting station wrote to my husband thanking him for his participation and presence and concluded: "Enclosed please find a copy of the Navy Bicentennial issue of 'ALL HANDS' which I am sure you will enjoy."

My husband did enjoy this copy, but was especially interested in a statement on page 20 relating to World War I which reads: "Another notable event of WW I came on 17 Nov 1917 when the destroyers Nicholson and Fanning became the first U. S. ships to sink an enemy submarine—U-58, 10 miles east of Queenstown, Ireland."

My husband was on Mongolia during World War I and, as the enclosed newspaper photo shows, Mongolia is cited as being the first U. S. ship to sink a German submarine, on 17 April, right when

the U. S. entered the war, seven months before the ships mentioned in "ALL HANDS."

I should be interested to know why this *Mongolia* sinking is not mentioned.—Mrs. Thomas Cotter, BTC
Thomas A. Cotter, USN (Ret)

• *The extensive research that went into the Navy Bicentennial issue of ALL HANDS did not cover the role of merchant ships but was limited to U. S. Navy ships. Consequently, the researchers for this issue were not made aware of the most interesting and unusual achievement of SS Mongolia until we received your letter.*

The event your husband refers to is further described in Volume IV of the Dictionary of American Naval Fighting Ships (p. 414) as follows: "... Mongolia took on an armed guard 17 March 1917. On 19 April, she was attacked by a German submarine, passing from her port bow to starboard quarter to attack. Mongolia fired on the submarine, wrecking her periscope and conning tower, then pursued, forcing the submarine to submerge in this, the first encounter of an American ship with a U-boat."

Thank you for taking the time and trouble to call this historical incident to our attention.—ED.

Use of Tires

SIR: Refer your article about tires in the November 1975 issue. I have some additional information your readers might find interesting.

Radial tires, invented in 1948, were used in the U. S. A. before 1965, but primarily by sports car buffs.

Some commercial radials that will fit pick-up trucks have steel sidewall cords.

Wide tires (the modern fad) can cause hydroplaning on wet roads and can also cause some autos with uneven weight distribution (light aft) to spin out upon hard cornering if the road is really smooth.

Some radial tire salesmen will sell you four tires and recommend you keep a conventional tire as a spare. If you have to use the spare be very careful. A radial spare is recommended if you run radials.

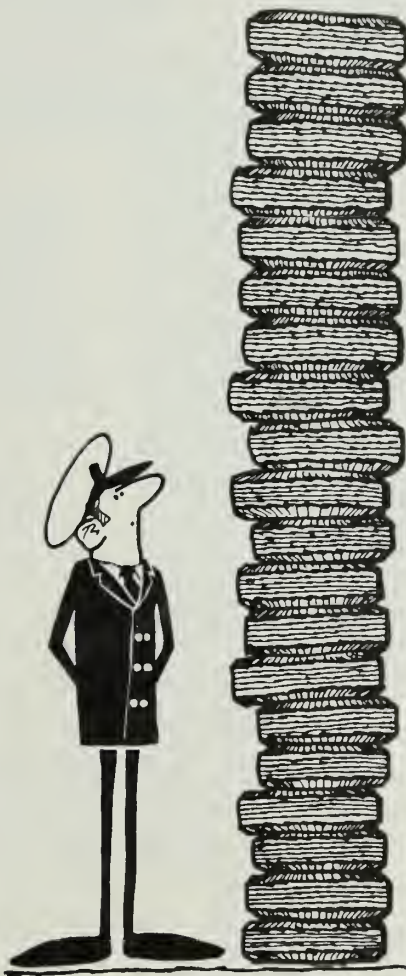
In some mud and snow conditions a narrow tire will give better traction than a wide tire since pounds per square inch to ground increases with narrow tires.

Some tires will experience a blowout if run at high speeds. For example, one manufacturer originally built one tire type for average passenger car use, but developed another type for 120-mph

sustained speeds. If the passenger-type tire is run at sustained high speeds failure may occur. Many other tires have such design parameters and it's difficult to find information on them.

Some American (but few foreign) cars will not take radial tires. The front end time-constants are wrong and radial tires have different inherent vibration frequencies, with resulting front end shake that balancing will not help.

Tire rotation diagrams accompanying the article are incorrect for many radials.



Manufacturers recommend front to back swaps, and that you do not swap one side of the car's tires with the other side. Many recommend not to rotate the spare.

All five tires should be balanced.

Personally, I take issue with manufacturers on retreads, as I've seen them come apart at 35 mph when that "recap" had not gone over 50 mph and had between 2500 and 4000 miles.

If you will examine bits of auto tread along roads you will find lots of "good

rubber" has come off; not all were "old baldies" as salesmen would have you believe! I definitely would not use them in competition unless specifically done for competition by one of the big companies.

I've been using radials on all cars, but on pick-up trucks, prefer big bias ply, as belted bias give trouble on sharp rocks and radial sidewalls will fail often in really rough, rocky areas. I also carry two spares for off-road use.

Rubber differences between manufacturers give different road holding abilities.—Mr. L. J. B.

Tire Rotation

SIR: Your article "What Every Sailor Should Know About Tires" was excellent. I believe you should clear up the tire rotation diagram on page 33. It is correct for bias tires, but I question its use for radials.

If my dealer is correct, radials should not be crossed due to the possibility of damage to the cords. He indicates there have been instances where cords have broken after being inadvertently crossed during rotation, causing severe handling problems.

I also remember a commercial on tire safety on the differences in rotating bias vs. radial tires. Can you clear this up for all those safety-conscious Navy families.—LTJG J. P. R.

• *Your dealer is correct; radial tires should not be crossed in rotation. Tire manufacturers recommend two ways of rotating radials. First, the front and rear tires on the same side should be switched. Second, if you want to use the spare tire, it should replace either rear tire, that rear tire should go to the front wheel on the same side and the front tire should then become the spare.—ED.*

Use of Radials

SIR: Your article, "What Every Sailor Should Know About Tires" (November 1975), was well received. I was particularly pleased to see that your article says "do not mix radials" since I have seen other articles lull us into a sense of unsafe security by saying that it is okay to mix radials and bias belted if the radials are on the rear.

The one flaw I did find was in your statement that "The 78, in our example, means that the tire's tread is 78 per cent wider than it is high." Actually, the 78 is the ratio (assumed as .78) of the height of the tire to its width. Thus, the wider tire, the smaller the number.—C.S.E.

ALNAV PUZZLE

At your request—another AlNav puzzle: the theme is U. S. naval battles. The puzzle was created by Chief Data Processing Technicians Peter B. Phipps and John S. Skinder, both of whom are stationed at BuPers. (Other puzzle entries are welcomed. If you have a contribution to submit, please also include the solution, providing a list of the correct answers.)

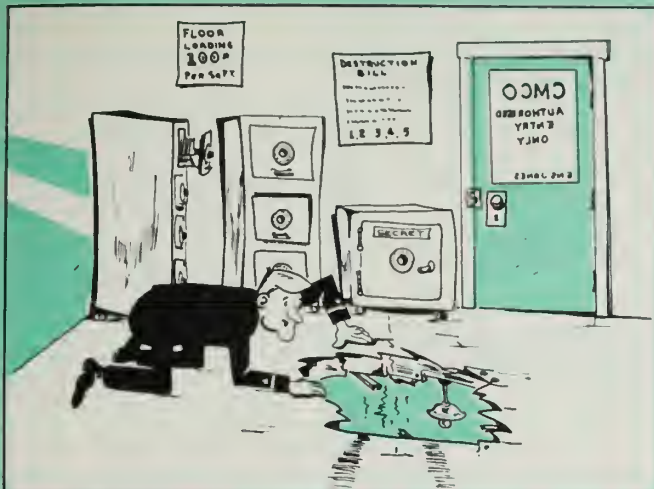
It should be noted that this puzzle is considered to be more difficult than previous AlNav puzzles. A major source of information for the WWII battles was the July 1974 issue of ALL HANDS. If you still cannot locate the 19 World War II battles and eight battles of other wars, you'll find them listed upside down at the bottom of this page.

L A N A C L A D A U G B R A D B U R Y E L X D R S U N S
A O J O H N E N O N E C K L P D S A V O I S L A N D L B
K R N D E I S K I N D E R P N A B Q U A K O N D O E C Q
E C U D L Y L R I C H Z H L L E A D G J E T W E W X I U
C L A M O H A B D I S I P O L S W X T V A C G J I P R A
H P D L P N R W K B L Y L I N A P O Z C B R T I S V C B
A C A P E C O D D I B O B S S V O O R E N O S H B E S A
M E E X T Q C U P I C O L L I A D U N L C H O S Y L B Y
P A Y M A S T P E T M O N E Y J Z O O X E B A Y Y L I L
L A C A O Y I C H T F L U G E T Y E L Y S A N T I A G O
A N D L B N N K O M A N D O R S K I I S L A N D R L T R
I R R C E A S C X X T R Y T O F I N D U S X X S E A R R
N O O S P O T D E E X L F P A D R O M T T B I A L V Z I
Z M E X G I B S O N V L N A V Y D A Y A S A P N A E C V
C A T F I S H R U G U L F O F T O N K I N N N D N L I E
K A N C H O R B A G D X I F R A D E B I N I N C D L N R
G O S Q U I D X A D U R S P P S S V I U O C L R P A S S
C K L P E T E L K C S A H S L S T E S I P O O A D D K G
S L O O P L L P H I P P S E A A E R M I D E H B B Z I R
A L A T M E E C H I E F S S X F R T A X R T R D D A I U
E E O S V B E L L Y B U T S E A T H R L I N T S T A Y B
Y I P P R H A S L A M L I N T R E A C H D O D U S N R S
E X R D A T E N C K Y N D P C O P X K U L A G U L F B K
Q U E E N N D D G P N D S E T N O M S L O B T O C O M C
U N C L E N S I O A G G F L U G S S E Y E L W H A L E I
E G L U C K K I N G R E A L Z A T R A S W A R D O O A V
U R O K A W A N I K O A T S O Y L Z C U N N I N G H A M
E R E N N E L L I S L A N D R E G R O E G T S E P A C E

Vella Lavella
Other battles (8)
Gulf of Tonkin
Lake Champlain
Lake Erie
Manila Bay
Mobile Bay
New Orleans
Santiago
Vicksburg

Kula Gulf
Leyte Gulf
Midway
Okinawa
Philippine Sea
Rennell Island
Santa Cruz
Savo Island
Tassafaronga
Vella Gulf

U. S. Naval Battles (27 total)
World War II (19)
Bismarck Sea
Cape St. George
Coral Sea
Empress Augusta Bay
Guadalcanal
Java Sea
Kolombangara
Komandorski Island



"Sir, should I call Security first, or the hospital?"

HM1 M. F. Mitchell



"Do Navy physicians have malpractice suits? Well, doctor, uh . . . I'm sure you could buy one with your uniform allowance."

DK2 N. D. Hernandez



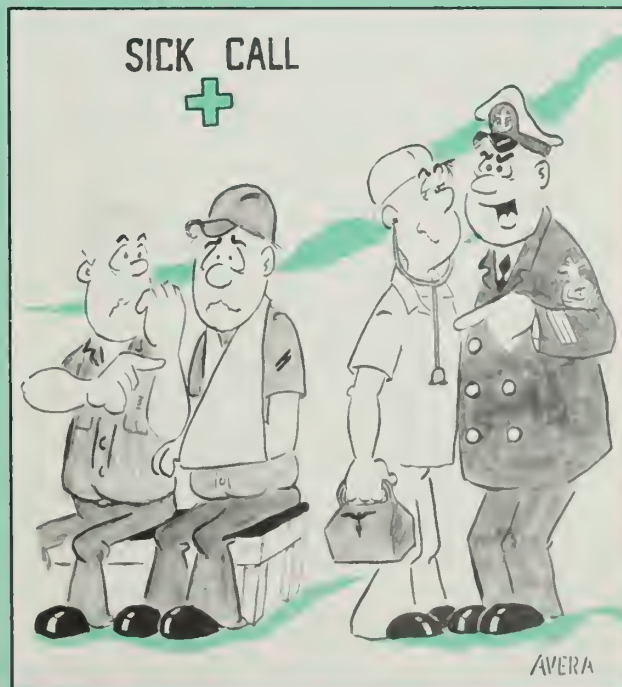
"You see, Sir, we just don't give special pay, you gotta run a chit through the chain of command."



"You'd be surprised how much money I save by cutting my own hair!"

on the
serious side

YNCS G. M. Avera



"I'm telling you for the last time . . . no more heart transplants until you make 3rd class!"

TAFFRAIL TALK

Working as a drug detector requires a certain dogged spirit—a natural for “Dale,” assigned to the Yokosuka, Japan Naval Base Shore Patrol. He’s a four-year-old German Shepherd, one of several military dogs working with a drug deterrent canine corps comprised of specially trained dogs and their handlers.

Dale’s handler is 25-year-old Boatswain’s Mate 2nd Roger E. Ellison, a dog lover who used to train hunting dogs back in his hometown, Roland, Ark.

The duo became acquainted in 1973 when they were teamed up on Okinawa for six weeks at Patrol Dog School and then seven weeks at Marijuana and Heroin Detection School. During that training, Dale and Ellison were nearly inseparable. Here’s the story, according to JOSN Betty Pease.

As Dale’s handler, Ellison became responsible for the dog’s daily training, his exercise, feeding and play. “I learned, also, how to command the dog while he learned how to take commands from me,” says Ellison.

In Patrol Dog School, Dale was taught basic obedience and how to alert his handler to an intruder or, in some cases, to attack and hold an intruder until the handler arrived.

“Dale is not at all vicious by nature,” Ellison explains. “He’s never attacked or bitten anyone unless told to do so. Furthermore, he’s been taught to take orders only from me.” According to Ellison, patrol dogs are selected for the more advanced drug detection school based on their playfulness and ability to retrieve. He explains:

“First, a plain knotted rag is thrown in a game of ‘retrieve.’ The dog learns that when he brings the rag to his handler, he will be rewarded. Soon, confiscated marijuana or heroin is placed in the rag. The dog begins to associate the scent with his reward. He can eventually find drugs in hidden places solely by following the scent.

“Contrary to the belief of some, drug detection dogs are not addicted to the drugs,” says Ellison. “Finding drugs is just a game to them. They only know that if they find a certain odor, they will be rewarded.”

In order to “graduate” from drug detection school, a dog must find a single marijuana seed taped to a warehouse wall.

Since restlessness isn’t solely a human condition, the handler often relies on imagination to vary the dog’s activities.

“One day we might play ‘seek,’ in which I hide a small amount of confiscated drugs in the most difficult places I can think of. When Dale tires of searching, I might take him through the kennel’s obstacle course—or we might play ‘attack!’” The game of attack requires that a volunteer ‘victim’ wear a heavy arm wrap held toward the dog. “Get ‘em!” is Ellison’s command that sends Dale springing through the air, teeth bared.

“It isn’t as dangerous as it sounds,” the handler says, grinning. “The wrap is thick, and since Dale only bites on my command, I make sure the ‘victim’ is ready.”

Ellison explains that ‘attack’ is primarily used to teach Dale aggression.

Even though Dale regards his job as play, he earns his working-dog title. His sense of smell, which is 10 times more acute than that of humans, plays an important part in the search for illicit drugs. Ellison cites an example of the Shepherd’s effectiveness on the job:

“On one search, Dale kept scratching and pawing at a large metal wall locker. We examined each drawer and facing, but couldn’t find anything. The command ‘seek’ was repeated, but Dale returned to the locker. We moved the locker and Dale went quickly to a wall plug. After unscrewing the plug, we discovered nearly an ounce of heroin, wrapped in plastic, stuffed inside the wall.”

Dale’s ability to “sniff out” drugs extends to residue in drug apparatus, even the odor of smoke left in a marijuana-smoker’s clothing, and drugs that have been wrapped in plastic and hidden under water. However, Dale cannot squeeze his large frame into small crevices. To eliminate this problem, Yokosuka’s Shore Patrol hopes to implement a mini-dog program, using small, young male dogs which have been donated by their owners. Each pet in the program, Ellison says, can be assured of receiving the best possible medical care in addition to obedience training.

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A view of USS Harlan County (LST 1196) from the bow catwalk looking forward during CARIB REX exercises in the Caribbean.





NATO: A MULTI-NATION TEAM FOR MUTUAL DEFENSE

Standing in front of the headquarters of Supreme Allied Commander Atlantic, service personnel representing various nations that are members of the NATO community display the distinctive NATO symbol.

ALL HANDS



APRIL 1976

In this issue: RECRUITERS IN THE ALL-VOLUNTEER NAVY

369.05

A4/6



ALL HANDS

MAGAZINE OF THE U. S. NAVY — 54th YEAR OF PUBLICATION

APRIL 1976

NUMBER 711

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REAR ADMIRAL DAVID M. COONEY, USN

Chief of Information

CAPTAIN RALPH L. SLAWSON, USN

Officer in Charge, Navy Internal Relations Activity

LIEUTENANT COMMANDER JOHN B. MAYO, USN

Director, Print Media Division

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At left: This is an artist's conception of an F-18 lightweight fighter scheduled to join tomorrow's Navy.

FRONT COVER: Chief Boatswain's Mate Melvyn Wilson, recruiter-in-charge at Navy Recruiting Station Fairfax, Va., discusses opportunities with two applicants. For more on recruiting in the All-Volunteer Navy, see the articles in this issue. (Photo by PH1 Dave Brookins, USN.)

BACK COVER: Several crewmembers of USS San Bernardino (LST 1189) take time out from a busy shipyard workday to display the official colors of the American Revolution Bicentennial. San Bernardino was the first surface ship in the Navy to be designated as a Bicentennial command.



Recruiting In the Era of the All-Volunteer Navy A Five-Year Appraisal of NavCruitCom ...

How Are We Doing?

Recruiting in today's Navy is big business and has to be approached in both a highly sophisticated and down-to-earth manner. Today, American industry is competing with the military services for the same high quality youth—and the competition is fierce. That's the reason for the Navy Recruiting Command, which celebrates its fifth birthday this month.

During the past five years, Navy recruiting has become even more challenging because of two basic factors. Number one: The last draft calls were made in December 1972. Thus, Navy recruiters could no longer rely, as in the past, largely on individuals walking into their offices to sign up. Without the pressure of the draft, the Navy had to reorganize its recruiting organization completely. The recruiter was forced to move from the office into the field and channel his or her energies toward locating qualified young people, and then interesting them in Navy opportunities. It was quickly learned that this is no easy task.

The second major factor that had its impact on the All-Volunteer Navy was that meeting numerical objectives was not enough—quality recruiting was a must. The continuous development of increasingly sophisticated Navy surface ships, submarines, and aircraft, along with their complex weapons systems, meant that a higher caliber individual had to be recruited.

Navy recruiting thus became a totally new ball game, with increased challenges. Although traditionally manned only by volunteers, the Navy had to learn how to recruit. What would it take to accomplish the job?

What resources would be needed? What type of person is best qualified to be a recruiter? What special training or techniques should be developed to make a successful recruiter? In order to support the recruiter, what management systems and other kinds of support would be most valuable?

These questions—and more—confronted the Navy's top leadership in February 1970, when the presidentially appointed Commission on the All-Volunteer Force (AVF) concept released its findings, with a recommendation that the draft be ended. Congress, in response to the American public, voted to accept the proposal and set June 1973 as the deadline to end the draft.

The Navy's first action was to create a new recruiting organization. The Secretary of the Navy, in April 1971, established the Navy Recruiting Command as a separate field activity under the Chief of Naval Personnel.

To go back into history briefly, recruiting responsibilities had been shifting throughout the Navy Department ever since 1775, when the Congress first established a Continental Navy.

During these early years, commanding officers were responsible for manning their own ships. Some years after the Revolutionary War, the Navy went into an eclipse, to be revived when Congress and President John Adams ordered that "sturdy recruits and trained seamen" be enlisted to man a new fleet of warships. The Secretary of the Navy was to assume direct responsibility for recruiting. He later passed the task to the Bureau of Construction and Repair and finally to the Bureau of Navigation. The Bureau of Navigation gradually became the "people Bureau" and in 1942 changed its name to the Bureau of Naval Personnel.

As the newly established Navy Recruiting Command was taking actions to enhance recruiting efforts, the last draft calls were made, in December 1972, six months

Left: HTC Frank Alexander, a Navy Recruiter from New York City, has a reputation for developing an instant rapport with young men and women—a strong asset for recruiting duty.

Recruiting: How Are We Doing?

ahead of the deadline set by Congress. For the Navy, it was the real beginning of the All-Volunteer Force.

The changes made by NAVCRUITCOM fell into six broad categories: improvement of facilities; improvement of geographical coverage; increased recruiter quality; improved support for the recruiting family; improved management; and finally, improved communication with the "quality youth" market.

The new Navy Recruiting Command, headquartered in the Ballston Towers office complex, Arlington, Va., streamlined its headquarters staff, and then took up the task of completely restructuring its field organization.

Today, the headquarters staff includes the Commander, Rear Admiral Robert B. McClinton, his deputy, special assistants, and five major departments—with the primary objective of supporting local recruiters across the country. The departments include administration and logistics, plans and policy, operations, recruiting advertising, and recruiting support.

The field command organization is made up of six Navy Recruiting Areas (NRAs) commanded by Navy



How Do They Do It?

A Fact Sheet Summary of NavCruitCom Program

What steps were taken by the Recruiting Command as it took over with the onset of the All-Volunteer Navy? Complementing the realignment of command personnel and resources, new marketing and management systems were developed. Here is a fact sheet summary giving some of the highlights:

- A careful screening and selection process was set up to ensure assignment of proven, top-performing officer and petty officer volunteers to recruiting duty. This selection practice continues to be given high priority emphasis today.

- Since recruiters, officer and enlisted, were selected from all ratings and specialties, with no prior recruiting experience, professional training and orientation courses were developed with emphasis on "people selling" techniques and motivation. Today, the five-week course, Enlisted Navy Recruiter Orientation (ENRO) is conducted at two sites: ENRO West at San Diego, Calif., and ENRO East at Orlando, Fla. Officers attend the Recruiting Officer Management Orientation (ROMO) three-week course at Pensacola, Fla.

- Another innovation was the commencement of national paid print recruiting advertising to create and sustain awareness of the public at large to Navy opportunities. To enhance minority recruiting, a special campaign was established in November 1972 to provide advertising in minority media. Navy public service ad-

vertising was expanded to reach the public through all media, including newspapers, magazines, radio and TV.

- Assistance was further provided by active fleet and shore commands, enabling potential recruits, educators and youth counselors to visit ships and shore facilities to witness firsthand what Navy life is really like and to see Navy schools, hardware, and living conditions. "Go-Navy" cruises, Educator Orientation Visits (EOV), and related fleet projects were started in direct support of recruiting efforts.

- Active duty Navy personnel, Reservists and Navy-oriented civilian and veterans' organizations joined in the effort to create a better awareness of the opportunities available in the Navy.

- One of the most significant steps came on 1 Apr 1973, when the "One-Navy Recruiting Concept" was adopted to increase efficiency. This meant that COMNAVCRUITCOM assumed the responsibilities of recruiting for *all* active duty officer and enlisted programs, both Regular and Reserve (with the exception of the Naval Academy).

- Navy public affairs initiatives were intensified in support of recruiting. They included feature stories on Navy fleet personnel placed in newspapers which service the individual's hometown or state area; public speaking programs, including Sea Power Presentation Teams; media interviews or news conferences; and community relations activities. All such programs are coordinated with the Chief of Information and field activities such as branch public affairs offices, Fleet Hometown News Center, and the two Public Affairs Centers. The aim: to publicize and enhance Navy opportunities and the need for high quality youths.

- Traveling exhibits and special exhibits also were



captains, 43 Navy Recruiting Districts (NRDs), and approximately 1400 Navy Recruiting Stations (NRSs).

Recruiting personnel are located in all 50 states, Puerto Rico, the Republic of the Philippines, and Guam. There are also some recruiters located in West Germany and Italy, to reach the dependents of Navy families and other U.S. personnel assigned overseas. The Navy Recruiting Command has an authorized allowance of 5462 personnel, including 528 officers, 4384 enlisted personnel, and 550 civilian employees.

(Information concerning recruiter billets available is contained in this month's Navy News Briefs section.)

To complement the realignment of command personnel and resources, new marketing and management systems were developed and directed toward achieving maximum recruiting efficiency. Some of the steps taken in this massive effort are outlined in the fact sheet summary below.

What were the results of all these combined efforts?

During the first full no-draft year (fiscal 1974), Navy attained 96 per cent of its One-Navy goal—a really

Facing page, top: AOC James Anderson talks to a potential Navy enlistee in New York. Left: Recruits are congratulated at their graduation ceremonies.

called into use to help support recruiter community involvement. In July 1974, the Navy-Marine Corps Exhibit Center became the Navy Recruiting Exhibit Center.

- Other examples of "total Navy" involvement in the recruiting effort are the Music for Recruiting program (band tours), performances by the Blue Angels and the Navy Parachute Team, plus Navy sports and entertainment activities, often with the voluntary support of sports personalities, movie and TV stars.

Innovations have continued over the five-year period. Here are a few examples, cited to illustrate the diversity of particular "recruiting refinements:"

- RAP—This is the Recruiting Assistance Program, which permits new graduates or Recruit Training Centers and Class "A" Schools to return to their hometown for 10 days to assist the local Navy recruiter. (Also, there are important related programs coordinated by type commanders which allow fleet personnel to spend time in their hometowns for recruiting purposes.)

- Classifier Billets—These are military personnel who interview applicants and provide career guidance counseling with respect to specific Navy occupational specialties or ratings which best match their interest or qualifications with Navy requirements. This concept has proven to be an asset both to the individual and to the Navy.

- RACS—This is the Recruit Allocation Control System that uses the computer as a device in much the same way as an airline ticket reservation office. It consists of "PRIDE I," the acronym for Personalized Recruiting for Immediate and Delayed Enlistments, which is a computer-automated "school seat" reservation procedure that became operational in February

1976. It provides a field recruiter or classifier with a quick response, allowing a qualified applicant to reserve a specific school seat.

- NAVSIT—These are Navy Scholarship Information Teams which serve to enhance awareness of the Navy's officer programs, combining the efforts of Naval Academy Blue-and-Gold officers, Navy ROTC Professors of Naval Science, and Recruiting Command field assets. (This also precludes duplication of effort and enhances Navy credibility on campuses by working as a team.)

- NNRIC—Located at Macon, Ga., is the National Navy Recruiting Information Center, which responds to calls to NAVCRUITCOM's toll-free telephone number, 800-841-8000. It is manned by recruiters 24 hours a day, answering inquiries about any Navy program. It also functions as a "referral repository"—taking leads and passing information to local recruiters.

- RAMS—In order for the local recruiter to be kept informed, a Recruit Advertising Management System advisory council was set up, composed of representatives from field recruiting areas, to advise on all advertising efforts which support the local recruiter.

- Finally, NOIC—This is the Navy Opportunity Information Center which is located in Pelham Manor, N.Y. It responds to requests for Navy recruiting material generated by advertising or direct mail campaigns. It takes an average time of only 24 hours from receipt of a request for information until it is mailed to the individual.

In summary, as already mentioned, recruiting in today's Navy is both a highly sophisticated and down-to-earth effort. And it is paying off by bringing into the Navy the kind of recruits, in the numbers needed, to maintain the high standards of the sea service.

Recruiting: How Are We Doing?

remarkable achievement for such a young command.

The recruiting momentum was building, along with the requirement for higher quality personnel. (For a report on a representative recruiter in today's Navy, see the article on page 8.)

As the NAVCRUITCOM program continued and management or support techniques were streamlined, the recruiting results showed up in the statistics.

During FY 1975, a total of 113,027 persons were enlisted, 101 per cent of the One-Navy goal, *plus*, the quality of recruits increased.

High school graduates recruited into the Navy were on the increase. During the first eight months of FY 1973, 84.5 per cent of the male recruits on first enlistments were high school graduates as compared to 69





per cent during all of fiscal 1973. Almost nine out of every 10 recruits were eligible to attend Navy Class "A" Schools, compared to three out of four in FY 1973.

The Navy's goals for enlisted recruitment are even higher in the next fiscal year than in this year. These high numbers mean greater challenges for Navy recruiters. But *quality* standards set will not be sacrificed in order to make *numerical* goals. Here are the objectives set for the current year:

- Eight out of 10 recruits should be high school graduates. The long-range goal is 90 per cent, or nine out of 10.

- Of this year's total first enlistment recruitment, at least 84 per cent should be eligible for Class "A" School.

- Recruits in the category of Mental Group "Upper IV" should represent no more than six per cent of total accepted for first enlistments, and they must be high school graduates.

Quality standards and selectivity criteria must be maintained to provide fleet units with the best qualified individuals for both officer and enlisted programs.

The most challenging officer programs include: Nuclear Power Officer Candidates (NUPOC), Civil Engineers, and Direct Appointment Physicians. The toughest challenges facing Navy enlisted recruiting are the six-year programs: the Nuclear Field (NF) and the Advanced Electronics Field (AEF).

Minority recruiting remains a challenge and receives great emphasis. The objective in officer programs is six per cent Black and two per cent other minorities of total number recruited. NROTC is an exception, with a recruitment goal of 12 per cent Black and six per cent other minorities. These objectives are based on the approximate distribution of minorities in the overall population.

In minority recruiting, the objective is to enhance awareness of the equal opportunities in the Navy.

Rear Admiral McClinton said, "The Navy is anxious to ensure that minority youth, their parents, relatives, and community leaders, know all about the opportunities available in the Navy for personal and professional growth, with full upward mobility."

Admiral James L. Holloway III, CNO, has stressed the importance of Fleet readiness as the Navy's number one priority. In addition, recruiting and retention receive continuing high priority status, because operational readiness depends on the caliber of young men and women whom the Navy recruits and retains.

On the occasion of his command's fifth anniversary, RADM McClinton had this to say: "The Navy sailor who volunteers for recruiting duty enters a totally new profession, an environment completely foreign from previous fleet or shore assignment. But in a short period of time, these men and women become proficient in their new trade and prove to be the finest examples of what we are offering to American youth—the opportunity to become a Navy professional."

Facing page, top: Navy men pass on information about their training at San Diego and Orlando, Fla., to CACHE enlistees at NRS Richardson, Tex. Facing page, bottom: Navy Recruiter Frank Alexander, then a PO1, talks with some young men he met while walking to his office. Left: YN3 Cynthia A. Halterman works as a recruiter at a branch office in Indiana.



An Expert in Community Relations

RECRUITER 1976



For a 20-year Navy veteran, there's satisfaction in steering a qualified young person toward a career in the U. S. Navy. The reward increases when the young man or woman returns home and tells family and friends that "I got exactly what my recruiter told me I would get."

Navy Recruiter Senior Chief Ship's Serviceman Bill McGlasson reaps such rewards regularly. He's been at the Navy Recruiting District, San Francisco, for nearly five years.

When he first received his orders to the Concord (Calif.) Recruiting Station, Chief McGlasson—a Black—found himself recruiting in a predominantly white area. This could have been a handicap, but for Chief McGlasson it presented a challenge. His success, in convincing young men and women of all races of the advantages of a Navy career attests to his ability to meet such a challenge.

Chief McGlasson attributes much of his success to his wife, Nita. Early in her husband's recruiting tour she suggested that he could improve communications between the military and the civilian community and enhance the Navy's image by speaking on a regular basis before the various civic clubs in the area. Not only did she assist in arranging the speaking engagements but also, as a schoolteacher, she helped her husband prepare and polish his presentations. His

Facing page, left: SHCS Bill McGlasson talks to a Booker T. Washington Community center worker about his career in the Navy. Left : A member at the Center discusses future programs.

RECRUITER 1976

speaking engagements have become monthly affairs.

Nita McGlasson was the first Black schoolteacher at nearby Martinez Elementary School. She opened many doors for her recruiter husband throughout the school system. "When Bill accompanied me to various school meetings and functions," says Nita, "he was very recognizable. Right away people would say, 'Oh, you're Nita McGlasson's husband, the Navy Recruiter.'"

Chief McGlasson's relationship with the community is clearly more than that of recruiter. On numerous occasions during his current tour he received calls at all hours of the day and night from parents who wanted him to counsel their sons and daughters.

"I seldom got home before 9 or 10 at night," he said.

The chief put an unprecedented number of young people into the Navy during his tour in Contra Costa County. His station was the perennial winner of district monthly and quarterly awards. He is just as proud, too, of his accomplishment in improving communications between the Navy and the civilian community. He

Below: The McGlassons find that recruiting duty offers the opportunity for a rich family life. Left to right are: SHCS McGlasson, Christina, Phyllis, Kim and Mrs. McGlasson.

helped bring this about by his numerous speaking engagements and participation in parades, carnivals and field trips. During this period, he received a letter of appreciation for his contribution to the U. S. Naval Academy's "Operation Information."

His successes led to his selection as the district's nominee as "Recruiter of the Year" in competition with 182 recruiters. He also received a letter of commendation for the high number of minorities recruited.

As always, success led to greater responsibilities—Chief McGlasson was appointed as zone supervisor. His recruiting chores then expanded to include planning and assigning monthly and quarterly goals and to the opening of new avenues of communication within the community.

His wife said that he always takes his turn at duty when the zone is involved in a parade or fair or similar function. "I really feel that the men respect him for that," she said.

As a special assistant, Chief McGlasson was instrumental in forming NRD San Francisco's Community Assistance Council. The council, made up of black leaders and businessmen, meets on a periodic basis to coordinate plans and programs that put the Navy into direct contact with the black community in the Bay area. Programs to date have included field trips to naval installations, Navy movie nights at Bay area youth centers and Navy participation in youth activities. Dur-





Above: A youngster at North Richmond Neighborhood House asks questions about Navy ribbons.

ing the 1975 Christmas holiday season, he organized a round-robin basketball tournament that included teams from various youth organizations and from Navy recruiting.

"I often hear people say that I was handpicked as an example and that it is not possible for most Blacks to attain the position that I hold," Chief McGlasson said. "I combat this by painting vivid pictures of Navy life and opportunities and by showing real examples of Blacks who have made a successful career in the Navy.

"I also rely upon young men from the various communities who have been in the Navy for about four years. They can return to their homes and really communicate with the young people.

"We keep close tabs on these young men and women," he explained. "When we come to them for help, we find that they are very excited about returning to their community and telling the Navy story 'like it is.' They are our greatest asset."

After long years of success in a demanding job, Chief McGlasson rates Navy Recruiting as the best duty he has experienced. In addition to his professional and personal rewards, he noted that he "has the whole family together." Wife Nita and three daughters, Christina, Kim and Phyllis, are quick to add that it is the best Navy duty they have had. With many years

of separation due to sea duty, the entire McGlasson family endorse the togetherness they have experienced at their home in Walnut Creek.

Before his present duty, the chief served aboard the cruisers *Worcester* (CL 144) and *St. Paul* (CA 73), had shore duty at Crane, Ind., and went back to sea aboard the carrier *USS America* (CV 66). More sea duty followed aboard the carrier *Enterprise* (CVN 65) and the refrigerated stores ship *Regular* (AK 14).

In all cases, the chief garnered awards for his dedication to duty, his military conduct and appearance and his enthusiasm. He was selected as the first "Man of the Month" while attached to *Enterprise*.

Comparing his life in the fleet to recruiting, the chief said that, "In the fleet, everyone is working very closely together. You know your daily routine. It's a different ball game in recruiting. You have to accept the negative aspects you may run up against and you have to reorient your thinking toward the civilian community.

"When you accept this, you can really see if you're accomplishing something. I find recruiting very challenging. I don't like to accept 'no' for an answer. You have to keep pitching until those 'no's' turn into 'yes'."

—Story by LT Dale R. Wilkinson

—Photos by LT Wilkinson and JOC Joe Sheets

TYPICAL RECRUIT: 1976

Today, the typical Navy recruit is about 18 years old, single, a high school graduate, motivated, and a volunteer. It is likely that not only is he or she qualified for Navy Class "A" School but also enters the Navy with a guaranteed "school seat."

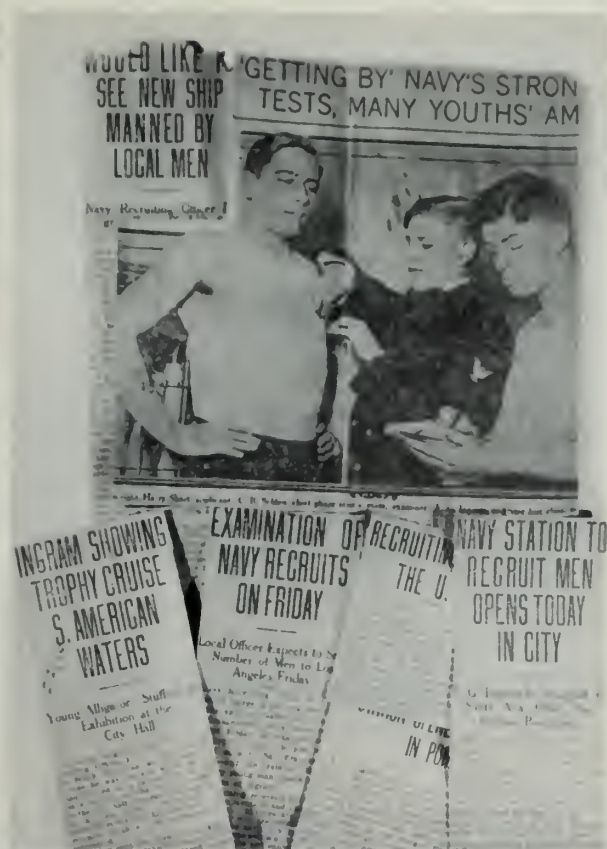
The Navy man or woman joins for a variety of reasons—one or, more probably, a combination of the following:

- Educational opportunities; professional and/or vocational training.
- Personal growth, that is, the opportunity for increased leadership and responsibility at an early age.
- Travel and adventure—recruits are still "joining the Navy to see the world."
- Promotional opportunities, job satisfaction, and demanding challenges.
- Meeting people and making lasting friendships.
- The lure of the sea—many are still simply attracted to the seagoing life.
- Job security, pay competitive with the civilian job market, being part of the Navy family with the benefits that accrue to military service personnel.
- Self-esteem—pride in being both on their own and part of a team.

The foregoing reasons are indicative of the caliber of the young man and woman who join the service. That's important, because today's recruit represents the Navy of tomorrow.

RECRUITER 1918





The temperature was 90 degrees. We checked out a Navy car, put our gear in the back seat, slipped on the safety belts and headed for the freeway. The radio played softly and the air-conditioner was going full blast. It was a pleasant drive to the Ingram residence.

Mrs. Katherine Ingram, a smiling, white-haired lady in her mid-70s, invited us into the kitchen and we made ourselves comfortable around the table which was covered with clippings, pictures and letters. They were about her late husband, who was a Navy recruiter more than half a century ago. That was why we had come. The tape recorder sat quietly in the corner and in a few short minutes we lost track of place and time, as she told the story of those early days—recruiting duty, 1918.

"Fred had just reenlisted when he reported to Los Angeles for recruiting duty. The Navy had a 41-piece brass band and they traveled to Santa Ana, San Bernardino and Pomona putting on band concerts. Then he would show his film and lecture about the Navy.

Facing page, left: Fred Ingram, recruiting, 1918 style, used a small motorcycle with sidecar for reels, films and literature as he traveled about the Los Angeles area. Left: Ingram's World War I recruiting efforts received full support from local media. Below: Setting up displays at various activities and locations gave Fred a chance to sell the Navy to potential recruits.



RECRUITER 1918

He was proud of his uniform. He was always in uniform, never in civvies. He loved the Navy and he loved selling the Navy.

"After the band concerts in San Bernardino, the Navy band continued to its next city while Fred went solo into the California countryside—out-of-the-way places in Inyo and Kern Counties, driving his little motorcycle and sidecar loaded down with reels of film. He went up into the back country through Walker's Pass, up around Bakersfield. He had some difficult times. Sometimes he had to push the motorcycle, kicking up a storm of dust all through Independence and Bishop.

"We had never had a honeymoon when we were first married, so he asked me to meet him at the end of one of his recruiting trips. He told me to put on a heavy coat and cap, take the train, and he would meet me in Independence. I traveled partway by train over rocky rail lines, and partway through the Mojave

Right: Traveling solo in the California countryside was one way to recruit those who otherwise might not hear about the opportunities offered by making a career of the Navy. Below: Selling the Navy and being in uniform were a way of life for Fred Ingram.



desert. We met at Independence and I traveled with him, bundled up in the sidecar. We headed up to Bishop and back into the hills. He would get those young fellows on the farms and ranches to enlist and send them on to Bakersfield.

"There are so many things I remember—once we were put-putting along through sheep country, and all of a sudden on the road ahead coming toward us was a huge herd of sheep. There was no way to get off the road so we just sat there, hoping the motorcycle wouldn't tip over as the sheep came at us from all directions. The dust and dirt and smell were just awful.

"On the way back the motorcycle got stuck in Walker's Pass. I climbed out of the sidecar and helped him push. We'd stop off at ranch houses and ask the occupants if they would be kind enough to fix us a meal, and of course they always would. They always refused our offer to pay, but they'd want to know what was going on up the road. I guess we were sort of their communication with the outside world. They had no phones or radios or even newspapers.

"Speaking of newspapers, I remember the day after we were married. Fred had to give a Navy lecture at a theater in Santa Ana. It was January 2nd and it was so cold I had to carry a pile of newspapers as a lining under my coat to break the wind. There was no wind-shield on the motorcycle or the sidecar. It was about

midnight when we got back into Los Angeles and while we were coming down Seventh Avenue at Santa Fe, the front wheel of the motorcycle got stuck in the trolley tracks. He went one way and I went the other. Fred got a nasty gash on his head and I got a tooth knocked out!

"But incidents like that never stopped him. He would set up displays and lecture at the different fairgrounds in Los Angeles and Pomona, show his films—and sell the Navy. Then he'd go off on his motorcycle again back up into the hills. You know, he wrote me once that some of the people on the ranches had never even seen a motorcycle. . . ."

Fred Ingram left the Navy after World War I and joined the Reserves. He and his wife raised four children—a girl and three boys, all of whom served with the United States Navy.

It was late afternoon now. We thanked Mrs. Ingram for sharing her time and memories. We got in our car, fastened the seat belts, adjusted the air-conditioning, turned on the radio and headed back to the recruiting station. We were back to recruiting, 1976.

—JOCS Dolores J. Blye

—PH1Chris Bankston
Navy Recruiting District Los Angeles



Left: Katherine and Fred Ingram. Below: Katherine Ingram talks about her late husband's demanding and exacting career as an early Navy recruiter.



MEDAL of HONOR





An admiral who led prison camp resistance and a lieutenant who rescued two downed pilots from deep enemy territory—these two Navymen were among the most recent recipients of the nation's highest military award, the Medal of Honor. The awards were made in ceremonies at the White House in early March.

Rear Admiral James B. Stockdale, as the senior military officer in the prisoner of war camps in North Vietnam, risked his life above and beyond the call of duty on 4 Sep 1969.

"Recognized by his captors as the leader in the Prisoners' of War resistance to interrogation and in their refusal to participate in propaganda exploitation," his citation reads, "Rear Admiral (then Captain) Stockdale was singled out for interrogation and attendant torture after he was detected in a covert communications attempt.

"Sensing the start of another purge, and aware that his earlier efforts at self-disfigurement to dissuade his captors from exploiting him for propaganda purposes had resulted in cruel and agonizing punishment, Rear Admiral Stockdale resolved to make himself a symbol of resistance regardless of personal sacrifice. He deliberately inflicted a near-mortal wound to his person in order to convince his captors of his willingness to give up his life rather than capitulate.

"He was subsequently discovered and revived by the North Vietnamese who, convinced of his indomitable spirit, abated in their employment of excessive harassment and torture toward all of the Prisoners of War."

RADM Stockdale was a POW from September 1965 to February 1973. At the time of his capture he was serving as Commander, attack Carrier Air Wing 16.

Above: President Gerald R. Ford reads a citation during the Medal of Honor ceremony in the East Room at the White House. At the President's left are award winners RADM James B. Stockdale, U.S. Navy; COL George E. Day, U.S. Air Force; and LT Thomas R. Norris, U. S. Naval Reserve. (Photo by Dave Wilson)

Lieutenant Thomas R. Norris made repeated attempts between 10-13 Apr 1972 to rescue two downed flyers from deep within enemy territory in Quang Tri Province.

"Lieutenant Norris, on the night of 10 April," his citation reads, "led a five-man patrol through 2000 meters of heavily controlled enemy territory, located one of the downed pilots at daybreak, and returned to the Forward Operating Base (FOB).

"On 11 April, after a devastating mortar and rocket attack on the small FOB, Lieutenant Norris led a three-man team on two unsuccessful rescue attempts for the second pilot. On the afternoon of the 12th, a Forward Air Controller located the pilot and notified Lieutenant Norris.

"Dressed in fishermen disguises and using a sampan, Lieutenant Norris and one Vietnamese traveled throughout that night and found the injured pilot at dawn. Covering the pilot with bamboo and vegetation, they began the return journey, successfully evading a North Vietnamese patrol. Approaching the FOB, they came under heavy machine-gun fire. Lieutenant Norris called in an air strike which provided suppression fire and a smoke screen, allowing the rescue party to reach the FOB."

LT Norris was serving as a SEAL advisor with the Strategic Technical Directorate Assistance Team, Headquarters, U. S. Military Assistance Command, Vietnam, at the time.

A SAFETY RECORD:

TWENTY - TWO ALL Patrol Squadron 22 Celebrates 22 Years of

When Navy flyers get together, the arguments occasionally get loud and good-naturedly heated. But when the talk turns to "Who's the safest," there's always one (and only one) squadron that has the floor—Patrol Squadron 22 (VP-22), homeported at NAS Barber's Point, Hawaii.

That's a fact—it is the safest operational aviation squadron in the U. S. Navy and, possibly, the world. Through hard work, dedication and professionalism the "Blue Geese" recently set another in a long series of Navywide records—22 years of accident-free flying.

While deployed to NAF Kadena on Okinawa, the squadron demonstrated its skills in a broad range of modern patrol squadron aviation including command, control and communications; mining; electronic support measures; airborne photography; acoustical intelligence; air-to-surface rocketry; torpedo attack; and the wide spectrum of antisubmarine warfare. During deployment, VP-22 exceeded all previous records for the number of training and operational sorties on top of actual submarines.

ASW in this squadron is not the old "science of vague



AROUND

Accident - Free Flying

assumptions, based on debatable figures." Highly trained and motivated aircrews probe the seas with complex equipment and the technology of tomorrow, searching for that most elusive of all prey, the nuclear submarine. As a result of its expertise, the squadron returned home with an outstanding readiness average of more than 90 per cent. It also earned its second consecutive COMNAVAIRPAC battle efficiency "E" award, and the CNO "Golden Wrench" trophy for outstanding maritime patrol aircraft maintenance in the Pacific Fleet. Over the past 22 years the Blue Geese



accumulated more than 182,000 accident-free flight hours, and have safely flown approximately 69.5 million statute miles—almost 145 round trips to the moon.

As one squadron officer with tongue in cheek put it, "Safety like that just doesn't fall out of the sky."

Neither is it a gift or talent available only to a chosen few. Safety is mastered through constant application of practice and patience—22 years' worth in this case. It is the product of careful planning, continuous and aggressive training, unrelenting vigilance on the part of qualified professionals, and the realization that safety is an all hands evolution. Safety must be continually refreshed and nurtured, and one false or overly confident move finishes it.

At the VP-22 shop level there's a noticeable feeling of being on "the winning team." Granted, keeping the big birds flying safely is no small chore, but the enthusiasm is definitely a part of the squadron. Newcomers are quick to catch on. "You don't have to tell these guys they're good," said one young airman. "They know it."

—Story and photos by PH3 W. V. Breyfogle



Left: A squadron P-3B flies along the coastline near Barbers Point, Hawaii. Top: A P-3B takes off from NAF Kadena, Okinawa. Above: AT3 Gerald Puckett and CDR Gerald Cole, VP-22's commanding officer, cut a cake commemorating 22 years of aviation safety as ABH3 John Palmer and LCDR Troy Simpson watch.

NAVY SPORTS



Sporting activities in the early Navy were actually little more than shipboard drills tempered by competition. There were few organized sports as such, yet when the bo'sun piped "All hands on deck" and the lieutenant shouted "All hands reef sails," a first class contest was underway.

Woe be unto the sailor, though, who began climbing before the order was passed. "Man the topgallant clewline and jib downhaul. Stand by to furl topgallant sails. Keep down! Keep down there forward! Not a man aloft 'til I give the order!" So it went—after a succession of rapid commands, the match was over and a winner declared.

Other sporting contests began in much the same manner. A whaleboat race frequently was the result of too tempting a boast, "Our whaleboat crew can beat yours across the bay any day of the week and twice on Sunday! You just name your time!" Or a boxing match was arranged when, "We got a fireman in our black gang who can whip the bell-bottoms off anyone you got on board." Seldom did a day pass in which some contest wasn't initiated to keep sharp the blade of keen, good-spirited competition.

Contests were always enervating events, but the Navy had rugged men conditioned by the grueling life before the mast. However, as the arduous days of sail neared their end, officials became concerned about reduced physical activity in the fleet. By the turn of the century, the increased use of steam had created an easier lifestyle at sea and there was even speculation that seamen were becoming soft.

To counter this decline, sports-minded skippers set up organized athletic events and flag officers authorized intermural competition in their squadrons. These steps, they rightly believed, would reduce boredom so prevalent at sea, ensure physical fitness and perpetuate the Navy's traditional competitive spirit.

Sports activities proved so popular throughout the fleet that the 1900 Navy regulations stated: "Commanding officers shall encourage the men to engage in athletics, fencing, boxing, boating, and other similar sports and exercises. Gymnastic outfits will be furnished by the Navy Department to vessels requesting them." With that, the Navy Sports Program was born.

A few years later, quarterly allowances were authorized so ships could purchase athletic gear. During the 1920s, as an ever-increasing number of sailors began participating in sports programs, the Navy announced that profits from ships' stores could be spent for the amusement, comfort and contentment of the "enlisted forces," and for the purchase of athletic gear.

Tremendous enthusiasm, coupled with official support, gave the Navy Sports Program the impetus needed to guarantee success. Today, the grandchild of those early efforts is still geared to provide competitive fun for anyone wishing to participate, regardless of aptitude.

Within the framework of intramural sports lineups offered by most commands, any Navy person can find an opportunity to compete. Most commands award a

"captain's" or "commandant's" cup to the team which masses the greatest number of competitive points during the sports season. Though the trophies awarded have little intrinsic value, there is still fierce desire among competitors to win.

The intermural sports calendar pits base or command teams against each other in tournaments leading to district or regional championships. Players on these teams usually possess a great deal of proficiency in the sport of their choice and have distinguished themselves in intramural competition. Spurred on by a multitude of fans at most events, winners of these contests go on to compete in All-Navy events.

The 1976 All-Navy Championships include nine sports: basketball, boxing, volleyball, bowling, tennis, sailing, slowpitch softball, fastpitch softball, and golf. East/West Coast Championships are also held in sports nominated by local commands. East Coast Championships include wrestling, touch football, women's tennis and golf, handball and racquetball. In addition to these sports the West Coast includes swimming-diving, badminton, horseshoes, cross-country, squash and billiards.

In seven of these sports, subsequent interservice competition also is held wherein each service pits its best teams and individuals against those of the other services. Traditional rivalries as well as outstanding athletes make these battles well worth watching.

The remainder of this year's All-Navy/Interservice sports calendar follows:

DATE	EVENT	HOST
12-16 Apr	All-Navy volleyball	NAVSUPPACT Long Beach, Calif.
26-30 Apr	Interservice volleyball	Kelly AFB, Tex.
31 May-4 Jun	All-Navy bowling	NAVSTA San Diego, Calif.
6-11 Jun	Interservice bowling	Ft. Campbell, Ky.
2-6 Jun	Interservice track-field	McClellan AFB, Calif.
9-13 Aug	All-Navy tennis	NAVPHIBASE Little Creek, Va.
16-20 Aug	Interservice tennis	NAVPHIBASE Little Creek, Va.
6-10 Sep	All-Navy sailing	NETC Newport, R. I.
9-13 Aug	All-Navy slow-pitch softball	NAVSTA San Diego, Calif.
23-27 Aug	Interservice softball (SP)	USMC San Diego, Calif.
16-20 Aug	All-Navy fast-pitch softball	NAVSUPPACT Long Beach, Calif.
6-10 Sep	All-Navy golf	NAS Oceana, Va.
13-17 Sep	Interservice golf	Ft. Campbell, Ky.

In addition to All-Navy and interservice competition, there also are international contests—the Olympic and Pan-American Games, and Conseil Internationale du Sport Militaire (CISM) better known as the Military Olympics. These contests are the "big time." Whether you're a runner or a discus thrower, admiral or recruit, you don't win a spot on a U. S. team until you've proven that you're one of the best in your class.

This is done by successfully competing in All-Navy and interservice meets. All this intracountry jockeying for positions on the U. S. team is done under strict supervision and guidelines mandated by nationally re-

Left: USS Little Rock (CG 4) crewmembers compete in a softball game.

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cognized sports-governing bodies such as the U. S. Volleyball Association (USVBA) for volleyball and the Amateur Athletic Union (AAU) for boxing.

Whether you want to be an Olympic champion or just a weekend athlete, the Navy offers the opportunity and equipment for you to do so. What follows is a representative sampling of types of sporting activities Navy people currently participate in around the world. These examples are not intended to be all-encompassing or indicative of what sports are considered most popular. Yet they will show you what you're missing out on if you're not a "jock" in your command's athletic program.

JUDO IN GUAM

There's no sound in the gym save rhythmic thuds and smacks of tiny bodies hitting the mat. An imposing man enters and the scene is reminiscent of Gulliver among the Lilliputians. The children are silent as he informs them that it's time to start phase two, yet their triumphant expressions cannot be hidden. After weeks of practice, they've learned the proper way to fall and their judoka (judo teacher) is satisfied.

The judo class held at Guam Consolidated Recreation Office, Naval Forces Mariana, is for children, spouses and active duty Navy personnel. The instructor, a retired radioman 1st class who has devoted the last 21 years of his life to the sport, is Edward G. Alseika. He's one of nine martial arts teachers at the base.

To establish the martial arts program, volunteers from the military community spent more than 4000 off-duty hours converting an indoor basketball court into a matted, padded martial arts center. Since its inception five years ago, the program has been completely self-supporting.

As Athletic Division Manager, Alseika is responsible for organizing tournaments for virtually every sport played on the island, not just the martial arts—judo, taekwon-do and aikido. However, his first love is judo, which he sees as a genuine character developer.

"One of the things I stress in all my classes, both adult and juvenile, is discipline. A good athlete is a disciplined athlete and in judo strict discipline and attention are musts," Alseika said. "As the classes progress and the students learn the value of discipline, the changes are often miraculous. A shy child, for instance, often comes out of his shell, self-confident, while an overly aggressive individual learns to judiciously control his aggressions."

Just as there are rewards for both teacher and student, there are also frustrations. "One of the most frustrating things in teaching," explained Alseika, "is having students for only a short time. They're always being transferred or losing interest. Then, of course, they're parents who see me as merely a baby-sitter. Their kids have no desire to learn and come only because they're forced to come."

The rewards, however, are worth the frustrations.

According to Alseika, it's difficult to teach the philosophy of judo, especially to young children, but as they learn, they develop the required characteristics almost naturally.

"Humility is one of the most important traits a judoka can instill in his students," asserted Alseika. "Respect, courage, patience, flexibility, enthusiasm and reliability are characteristics to search for in a serious judo student. If the pupil isn't developing these traits, he cannot become successful in the sport."

Because practicing judo is an excellent physical conditioner, and because mastery builds self-confidence and pride as well as a keen competitive spirit, Alseika believes all people could benefit by exposure. "As he puts it, 'I sell all sports, but I push judo.'"

KARATE AT LITTLE CREEK

Shifting to the other side of the world, there's another martial arts program at Little Creek, Va. At the Naval Amphibious Base, karate classes are held for Navy people—active duty, retired and dependent—interested in learning the sport.

A nominal fee is charged for instruction, but it's used to maintain the facilities—built entirely through the Navy's Self-Help Program—and pay the instructors. Among those participating in the program is Seaman Apprentice Donna Soles, who feels it is a good sport for a woman to know.

SN Soles, who does legal secretarial work at the NATO headquarters in Norfolk, Va., attends lessons four nights each week at the base gym. Already the petite sailor has several accomplishments in the art to her credit. She holds a blue belt and will soon take the test

Below: Two young competitors prepare for a judo match.



for a brown; in her first tournament she placed third; and in the All-Virginia Amateur Athletic Union (AAU) Tournament last year she won the second place silver medal. Not content with local prizes, she entered AAU national competition in Cleveland, Ohio, and there placed fifth in "Kata"—the karate term for "forms."

BOWLING IN PUERTO RICO

As any instructor or student will tell you, it takes determination and patience to learn the martial arts. Builder 1st Class Richard A. Peters has those traits, but he applies them to an entirely different sport—bowling.

Peters recently made his mark by rolling a perfect 300 game at Caribe Lanes, Naval Station Roosevelt Roads, P. R., the first ever since that house opened in 1961. The feat is especially noteworthy since four years ago he was on crutches for a short period, crippled by bursitis in his right hip. No one thought the young Navyman would bowl again; obviously, his determination proved them wrong.

During his nine-and-a-half-year career, the Seabee has taken every opportunity to improve his game. Working for two years as a bowling alley mechanic at the Construction Battalion Center, Davisville, R. I., Bowling Lanes, he spent his spare time developing his delivery.

Last year, while deployed to Taipei, Taiwan, Peters

was selected as one member of a team representing the battalion in island-wide competition for the "Captain's Cup." The team carried home the prize.

Commenting on his 300 game, Peters said, "Bowling is a challenge for me. I always think at the beginning of each game that this is my chance for the perfect one and I shoot for it. But, in the end, it simply takes a lot of luck and patience."

HORSESHOES IN SAN DIEGO

It takes practice to excel in bowling and that holds true for horseshoe pitching. With more than 30 years' practice, champion horseshoe pitcher Photographer's Mate 1st Class Bob Morrison makes a ringer about 70 per cent of the time. His accuracy has stymied all comers in six of the last seven pitching tournaments he's entered—one Air Force and six Navy.

The 1974 West Coast Navy horseshoe champion hasn't let duty constrictions hurt his game. "The only time I don't throw horseshoes is when I'm at sea. A ship just doesn't have the facilities," said Morrison. "But when she drops anchor, the first place I go is the local horseshoe pit."

Even though Morrison is righthanded, he often

Below: Students participate in warm-up exercises during the first phase of a karate session.



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throws with his left when playing someone not as proficient as he. "It's their handicap to make the match more even," he explained.

Although the photographer has limited his competing to amateur matches, he looks forward to becoming a member of the Horseshoe Association for tougher competition and maybe a chance at some prize money. In the meantime, though, he'll continue competing in Navy events and accepting all challenges at the Pacific Fleet Naval Air Force Headquarters, San Diego, where he is stationed.

CROSS - COUNTRY AROUND THE WORLD

Horseshoe pitchers have it tough when they pull sea duty, but Seaman David L. Sullivan participates in a sport he can practice even at sea—he's a distance runner. Assigned to the staff of Commander, Seventh Fleet on board USS *Oklahoma City* (CG 5), Sullivan runs whenever and wherever he can, be it aboard ship at sea or in ports around the world.

It has been said that cross-country running is a lonely sport since there are no teammates to hearten, shout to and rally on to victory, and in turn, no teammates to return the encouragement. There's just the runner, going mile after mile alone with his thoughts.

Sullivan, though, never asks himself "Why am I doing this?" Instead he said, "To me, cross-country running is at once exciting, mind-soothing and physically invigorating. I run because I love to run. Competitive running is secondary to me."

Yet competitive track is what the young seaman is most noted for among his shipmates in Yokosuka, Japan. At the Navy's Bicentennial celebration in that port, he entered the "Navy Day Run," a four-mile race featuring 30 contestants. Winning handily in only 23 minutes, Sullivan said it was his first race since joining the Navy in September 1974.

Even though it was his first organized competition, it wasn't the first time he's run for Navy honors. Sullivan received a trophy and certificate from the Seventh Fleet chief of staff for running 500 miles in seven months under the Navy's "Run to Health" program.

The seaman hasn't made it a goal yet, but in the back of his mind is the hope that someday he'll win a spot on the U. S. Olympic Team. Fulfillment of the goal is definitely within his reach if he can prove that he's one of the best—the caliber of those Navy athletes who preceded him to the "games."

ARMCHAIR OLYMPICS ON THE EAST COAST

The Atlantic Fleet Naval Surface Force doesn't host the Olympic games, but it does host a similar contest designed for minor sports called the Armchair Olympics.

Held this month for the first time, the Armchair Olympics feature a variety of passive sports. Included

in formal competition will be: table tennis, darts, cribbage, checkers, acey-deucey, straight pool and pinochle.

The single elimination tournament will be open to active duty members assigned within the Naval Surface Force and to all personnel aboard ships undergoing overhaul in an area holding local eliminations. Competition first will be held on a ship/unit level followed by a squadron/area elimination tourney. Winners of area tournaments will advance to the force championships scheduled later this month.

This contest is one of many similar types of competition which can be staged at local levels by athletic officers or directors. It invariably has wide appeal and boosts any organized recreation effort whether it's an established or fledgling program. All that's required, in most cases, is an initial announcement, some POD notes and enthusiasm on the part of the coordinators to get the "Olympics" underway!

CORNUCOPIA OF THE SPORTS ON USS LITTLE ROCK

Mini-Olympics are not limited to shore stations either; in fact, USS *Little Rock* (CG 4) has a sports program which boasts no less than 18 different sports.



It's no end run or quarterback sneak when it comes to participation from the flagship of Commander Sixth Fleet, homeported in Gaeta, Italy. It's a full power play up the middle with 70 per cent of the crew participating in one kind of sport or another.

Little Rock is a cornucopia of sports, offering softball, tackle football, basketball, soccer, bowling, volleyball, boxing, wrestling, skeet, tennis, and golf. The second half of the program consists of the intermural sports including many of the sports already mentioned, plus squash, handball, and paddleball. When the competitive aspect isn't present, the halftime entertainment is sponsored by the karate, scuba diving or yachting sports clubs.

There is such a great emphasis on sports aboard *Little Rock* because, one crewmember said, "sailors, like other Americans, want a link with home. When you're in the batter's box during a softball game, you suddenly transcend the 3000 miles of ocean. Cultural shock is lessened and you're back in a familiar place swinging for the fence in the corner lot."

Aboard the 610-foot warship, the 1200-man crew has found participation in athletics teaches working together as a team and boosts morale.

An offensive line needs a defensive line to compete

against. The flagship finds competition wherever she drops her hook, and frequently takes on teams from U. S. commands and local communities near her home port. Sailors find that no matter what country they enter, sports is the common language.

Little Rock's crew has been nicknamed the "Tigers," and rightly so. They're willing to play anyone at any sport. Their sports program has been used as an effective international relations tool in Turkey, Egypt, Italy, Monaco, Tunisia, Spain, and Yugoslavia. More than 200 crewmembers have competed against teams of foreign nations.

The program didn't evolve effortlessly. Lack of facilities was the greatest obstacle. But now, thanks in part to help from the local shore establishment, facilities include: tennis courts, squash courts, outdoor basketball courts, a football-baseball-soccer complex, sailboats, kayaks and water-skiing boats.

At the newly constructed American School, facilities

Far left: A Navyman participates in a bowling match in Puerto Rico. Center: A USS *Little Rock* bowler concentrates on his approach. Below: PH1 Robert R. Morrison picks up a horseshoe prior to the toss that earned him the West Coast Navy Horseshoe Championship.



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and equipment available to the "Rock" include: a basketball court, multipurpose room, universal gym, boxing ring, wrestling mats, and a modern six-lane bowling alley.

The pride of the ship is her 40-man football squad which manages to sandwich practice sessions in between operational commitments. Last year the team's final record was 7-2, winning a second place finish in the Naples Command League. Ten members from the squad even made the "all star" team.

Whether executing an end sweep, or driving in the winning run, the Tigers prove that sea duty combined with athletics is a winner and they think it's "Grrreat!"

GYMKHANA AT YOKOSUKA

As *Little Rock* demonstrates, where there are ships and men there can be an effective sports program.

Late last year in Yokosuka, Japan, Destroyer Squadron 15 held the "Commodore's Cup Gymkhana," a

sports meet for five ships. Participating were: the crew of USS *Richard B. Anderson* (DD 786), USS *Gurke* (DD 783), USS *Rowan* (DD 782), USS *Bausell* (DD 845) and USS *Lockwood* (FF 1064).

Gurke, winner of the Gymkhana, was awarded the Commodore's Cup which is hers to display until another winner is declared, perhaps this year. From the reports we received, although *Gurke* got the trophy, everyone collected a good measure of fun and excitement, especially the 60 per cent that actually competed.

Activities included basketball, bowling, handball, table tennis, softball, soccer, tennis and volleyball. As an added attraction, the third Annual Motor Whaleboat Race was scheduled to coincide with the Gymkhana.

USS *White Plains* (AFS 4) won the race and was awarded a separate trophy for excellence in boathandling by the Navy League of the United States. Her

Left: Fencers from USS *Little Rock* strike an "on guard" stance during a practice match. Below: Navy boxers work out during a practice bout. Right: A weightlifter adds more pounds to the bar as training progresses.



victory marked the first time a trophy had been presented for the whaleboat race. *White Plains* will retain it until the rematch later this year.

All in all, the events provided three days of competitive relaxation for both active duty Navymen and their dependents. The Gymkhana is representative of the type of contest that can be held by almost any command seeking a welcome diversion from the rigors of duty.

BASKETBALL IN SUBIC BAY

One of the great things about a good sports program is that no matter where a sailor is, there's always an opportunity to compete while showing the flag. Sixteen sailors stationed in the San Diego-based tank landing ship USS *Tuscaloosa* (LST 1187) attested to this not long ago when their ship pulled liberty in Subic Bay.

Tuscaloosa Navymen accepted an invitation from a small Bataan Peninsula village to "play ball," and it turned out to be more than simply another basketball game. It was actually a mini-cultural exchange program.

"We didn't know what to expect," said the ship's coach, Lieutenant (jg) Larry Ahlberg. "We thought we would only play and return to the ship. Instead, there were tours, an outdoor banquet and a lot of good talk.



While the teams played on a pulp and paper mill's outdoor concrete court, the villagers cheered them on. "Some of the youngsters even asked if Wilt Chamberlain or Jerry West played for us," said the coach.

As it turned out, they could have used those two stars. The Navymen lost the game. But even the losers had a treat—postgame entertainment which included a "sumptuous meal" and lots of sports stories.

"We explained that our schedule didn't allow us much time to devote to sports," Ahlberg said. "However, we pointed out that the Navy does encourage its people to keep physically fit by playing as often as possible."

SAILING IN MONTEREY

One group that would have felt right at home in Subic Bay is the Naval Postgraduate School's Sailing Association (NPSSA), of Monterey, Calif. Competing almost nonstop from February to November each year with the Monterey sailing community, the Navy and civilian sailing clubs have formed very close, cooperative ties.

Major Navy-civilian sailing events include the Monterey Bay Shields Fleet Races, held throughout the year, the NPS/Stanford Team Races and the Orrik Challenge Team races, both held every November and hosted by NPSSA.

Other races sponsored by the civilian clubs, but open to the Navy club, are the MPYC fall and spring series, and the Monterey Bay Yacht Racing Association races held throughout the year.

Camaraderie among the sailing clubs doesn't cease with various sailing events; members of one club might also be members of one or all the others. Race committees are often formed by members of more than one club. A prime example of club interaction is the NPSSA Advisory Board, whose members are local sailors not connected with the Navy.

Camaraderie also can be seen in the form of helping hands. Reciprocal use of boats for various races occurs constantly, while the Navy owns and maintains the floating marks used in the races. The Navy has received several donations of boats for the NPSSA from non-Navy members of the community.

Commander David N. Orrik, a founding member of the NPSSA and former NPS plans officer, once remarked, "Volunteers—Navy and civilian—have provided 90 per cent of the time and effort to launch and sustain this program."

CDR Orrik's outstanding endeavor to bring the sailing communities of the Monterey Peninsula together has been memorialized by the Orrik Challenge Team Races and Perpetual Trophy.

MORE SAILING

Meanwhile on the East Coast, sailing is an important part of the curriculum during the eight busy weeks of Plebe Summer at the Naval Academy.

During this period, plebes begin as students of knot-tying, clumsily raising and lowering sails, not moving quite fast enough to avoid a swinging boom, and occasionally toppling overboard trying to bring boats into

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the pier. It's not long, however, before the one-time landlubbers are confidently racing in the Academy's fleet of racing sloops and yawls.

This past August, for instance, a crew of plebes, all novice seamen, and their coach won the 90-mile Cedar Point race, competing in an Academy 44-foot *Luders* yawl.

The philosophy of sailing at Annapolis is not merely one of pleasure and sport. The responsibility involved in handling a large sailing craft is great and not often entrusted to men so young. Many an officer of the deck at sea has learned some of his command presence and basic seamanship at the helm of a Naval Academy yacht.

Sailing also gives midshipmen a confidence to command that only comes from experience. In a sailing race only quick, cool thinking, the same coolness required of an officer aboard ship, can bring a boat across the finish line first.

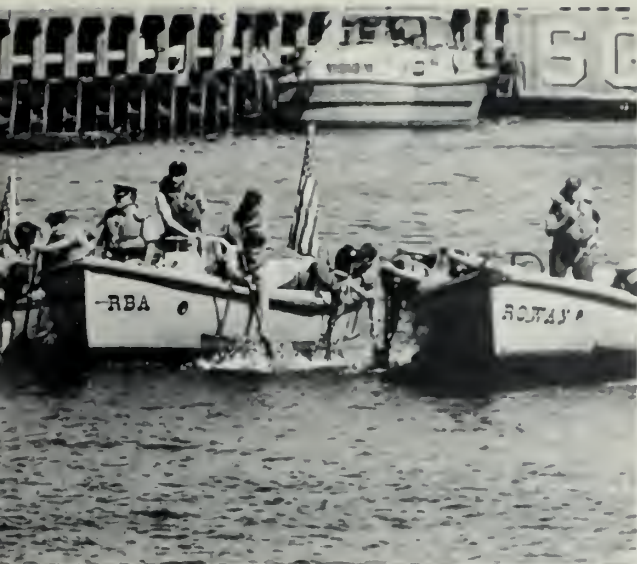
Although Plebe Summer is the only time that sailing is a required activity, it remains a popular recreational pastime at the Naval Academy year round. Through private donations and gifts, the sole source of funds for the Navy's ocean racing program, the Academy has built an impressive college fleet.

The results of the emphasis on sailing at Annapolis are evident in the midshipmen sailors. Balancing easily on the deck of a yawl as it heels to a 45-degree angle



Top right: Participants in the third Annual Motor Whaleboat Race begin their mile journey by rowing out the first 150 yards. Below: USS Tuscaloosa (LST 1187) team members compete with pulp and paper mill employees in an outdoor basketball game.





with the water, a midshipmen skipper can give correct commands almost casually. The crew knows every buoy and shoal in its racing area, and excitement is almost an afterthought for the two-man midshipman crew hiking out precariously over the side of their tiny, swift 420.

Midshipmen sailors and their instructors often go on to distinguish themselves in professional racing. Two former midshipmen, currently junior Navy officers, and a former Naval Academy sailing officer crewed on *Courageous*, winner of the 1974 America's Cup competition in Newport, R. I. Two former Academy junior officer instructors and a former midshipman sailor were crewmembers of *Intrepid*, winner of the 1970 America's Cup Race.

Today, as in years past, midshipmen continue to set their blue and yellow spinnakers on the Chesapeake Bay, learning the beauty, tenacity and thrill of the sea.

BOXING AROUND THE WORLD

Just as sailing is a way of life for some sports enthusiasts, so is boxing for Seaman Keith Broom, a member of the 14-man Amateur Athletic Union (AAU) boxing team which represented the U. S. in January in a series of bouts with top Russian pugilists in Moscow.

According to Yeoman 1st Class Richard Pettigrew, head coach of the team, "We have some of the top amateur boxers in the U. S. on this team, and Broom is one of them." Pettigrew and Broom were the only Navymen on the team which defeated the Russians 4-3, handing them their first defeat by a U. S. team on home soil.

Broom, who usually fights in the light middleweight (156-lb.) class, is the title holder in his class for Carolina AAU, All-Navy, Interservice and World Military Competition. He was also the 1975 runner-up in the National AAU and Pan-American Games trials.

In addition to three miles of roadwork and several hours in the gym every day, the young sailor holds down a regular Navy job in the print shop of Atlantic Fleet Naval Air Force headquarters in Norfolk, Va.

In an interview before the team left for the USSR, Broom recalled how he got his start in boxing.

"When I was 14, I was working in a grocery store around the corner from the Charlotte, N. C., Sportsman's Club. I was interested in boxing, but they told me I couldn't join until I was 15. So on that birthday I went back with my birth certificate in my hand."

That was August 1968. "I fought my first bout a month later," the young black sailor recalled. "Six months after that, I took the North Carolina Golden Gloves title in the novice 139-lb. class."

Broom slugged his way from one title to another. Putting on a little extra weight, he took the Golden Gloves title in the next class.

After joining the Navy in January 1973, he met YN1 Pettigrew. Pettigrew, who for years held nearly every Navy heavyweight title, had given up active boxing and



Left: USS Little Rock (CG 4) athletes advance the ball down the field during soccer competition.

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was coaching in Norfolk.

"I tried out against Rusty Fickland, the Navy champ," Broom continued. "I guess they thought I was boasting about my 40-2 record—they expected to teach me a lesson. But I won."

Remembering Broom's tryout, Pettigrew said that he never thought he'd see Broom victorious in that fight but "I learned that if you hurt him, your fight is just beginning."

The young fighter was "kind of out of shape" when he joined the Navy team in April 1974. He fought in the 165-lb. class in the Interservice Championships and lost the first night to the defending champion. However, this wasn't construed as a major defeat for the overweight and out-of-shape Broom. His opponent went on to again take the National AAU, Interservice and World Military titles that year.

Back down to fighting weight, Broom began his sweep of light middle-weight titles. Already this year, he has won the East Coast Navy and All-Navy titles.

At the time of this writing, the Interservice and World Military bouts still lie ahead. Biggest of all challenges for him is a shot at the Olympic Games.

Coach Pettigrew says Broom has only one fault: "He doesn't have that one block-buster punch." But he can get in two or three lighter blows and do the same damage.

"Broom has a better chance to go all the way than any fighter I know of," said Pettigrew. "He's got

Below, left: A Navyman nears the top of a barrier during a tough race through an obstacle course. Below: During the same obstacle course event, a competitor seems to be walking on air along this particular portion of the course. Below right: A close race ends as the winner breaks the tape with a time of 9.8 seconds in the 100-yard dash.



something that many boxers lack—determination and a goal.”

With this combination of skill, determination and a little luck, Keith Broom may be representing the United States, and the Navy, in this year's Olympics—and as a footnote, Pettigrew is one of the coaches competing for the slot of Olympic Coach.

DECATHLON COMPETITION

Judging from the events held last summer at NAS North Island at San Diego, you'd have to be an Olympic star to compete. Thirty-three athletes from area commands were pitted against each other in the all-day, 10-event program.

The sports, selected on the basis of availability of equipment and facilities, started with the free throw, where 15 baskets out of 20 tries were good for 100 points. The 100-meter swim was next, and considered by most contestants to be the most difficult. Then followed the softball throw, running long jump and the 100-yard dash. The obstacle course was next. It looked easy to most, but proved to be very tiring, especially the 30-foot slide for life. The 12-lb. shot put, and softball hitting followed. Softball hitting was done

with the use of an automatic pitching machine. The football throw and mile run were the last events.

No one scored exceptionally high in every event. Contestants were so closely matched and competition so keen that a winner couldn't be determined—or even guessed at—until final scores were computed after the mile run.

Winner Bill Oldershaw of Naval Amphibious Base, Coronado, rang up 944 points out of a possible 1000. Albert Ashton from SEAL Team One was a close second with 942 points.

This was the first time an event like this had been held by the command and they're planning to make it an annual occurrence.

Using equipment already on hand and some imagination, you can arrange a similar contest where you're stationed; the same holds true for every event mentioned. See your recreation officer today and find out how your shipmates can make the Navy Sports Program your next “liberty port.”

—Compiled by JO2 Dan Wheeler from articles by:

JO3 D. Larsen & JO1 B. Bartkus; JO2 Valerio;
PH2 R. Gorman; JO1 D. Guzman; JO2 D. Fields;
JO2 H. Walters & JO1 J. Bacheller; and ENS B. White



from the desk of the **Master Chief Petty Officer of the Navy**

'Educational Help'

Many enlisted men and women have asked themselves at one time or another the not-so-simple questions: Should I further my education? Should I complete high school? Should I begin college? Should I look into technical education, the computer field, or business management?

No doubt, these are important considerations. And you must, of course, make your final decisions after weighing the effects additional education may have on your future. However, if you do decide upon more education, there's help available through the Navy Campus for Achievement (NCFA).

NCFA is an "umbrella" term for a management system of off-duty education. Beginning in March 1974, NCFA established a network of professional educational advisers who absorb much of the paperwork and interviewing formerly done by Educational Services Officers (ESOs) and career counselors. I don't mean that these advisers eliminate the need for or reduce the importance of the ESOs and career counselors, but that they are in a position to provide support. This allows the ESOs and career counselors more time to meet individual needs in other areas.

NCFA advisers can assist you in formulating your educational or training goals. Or, they can evaluate your work experience and education, and counsel you concerning the completion of high school, vocational/technical training, or college through off-duty study. They'll also answer your questions concerning the availability of educational funds, such as the Tuition Assistance program or in-service use of the GI Bill.

One of the major programs NCFA offers is the *Contract for Degree* program. This program is tailored for the individual who doesn't feel he will remain in one place long enough to complete a degree at a particular institution. The *Contract for Degree* program allows you to accumulate credits from various sources and apply them all toward a degree program at a participating college or university. All of the institutions that participate in this program have agreed to waive residency requirements, accept up to 75 per cent of all course work through nontraditional means, and provide maximum possible credit for military service schools.

Another program offered through NCFA, one especially designed for the seagoing sailor, is

Program for Afloat College Education (PACE). Through this program, contracted colleges and universities provide classes directly on board ships throughout the fleet. The instructors either travel on board with the crew or meet ships when they return to home port. The courses in these programs are fully accredited and transferable, and all tuition costs are paid by the Navy.

Predischarge Education Program (PREP), another program managed by NCFA, provides the non-high school graduate with classroom instruction in English, mathematics, and social sciences. The PREP program can lead to a high school diploma and also provide basic college review for those persons identified as having the need. PREP is available to active duty personnel on most Navy bases (sometimes aboard ship) and is paid for by the Veterans Administration with no charge against your VA entitlements.

On the other hand, many of you already have a high school diploma and would now like to take some college courses. And, because of your past experience and education, you feel that you already have sufficient knowledge in some areas to pass the final examinations and get college credit for them through the *Defense Activity for Non-traditional Educational Support Program (DANTES)*.

Through the DANTES program, Navy members can take a general battery of tests (CLEP) consisting of English composition, humanities, mathematics, natural science, and social science and history. Each is a one-hour, multiple-choice exam which can earn you up to six semester hours of college credit. In addition, if you feel qualified to take exams in more specialized areas, such as college algebra or introductory psychology, they're available too. Also available under DANTES testing are Subject Standardized Tests which test students on high school, vocational, and college subjects in several specialized areas.

Another program available under NCFA is the *Serviceman's Opportunity College (soc)*. SOC, which is the forerunner of the *Contract for Degree* program, is an association of two- and four-year degree completion programs. These colleges and universities provide maximum credit for military training schools and nontraditional education while minimizing the residency requirements for service members.

If you are worried about paying for your education, your NCFA adviser can give you information on the *Tuition Assistance Program* which pays

up to 75 per cent of the tuition costs for classroom courses. Or, military members can use their veterans' benefits if they qualify. For instance, the GI Bill can provide a monthly sum for education that varies with the number of courses the individual takes.

Your NCFA adviser can be a valuable source of information to you on the programs mentioned above or on other programs such as the *Instructor Hire* program, which gives commanding officers an opportunity to hire instructors to teach a special course at your command. And, the NCFA adviser's expertise is not limited to just NCFA programs. These educational counselors can also provide information on the educational opportunities which are available to you in the area of your command.

If you decide to further your education—high school or college, vocational or technical—with one of the programs offered by or through NCFA, I recommend that you visit your command career counselor or Educational Services Officer. Then, take some time to get to know your Navy Campus for Achievement adviser who is available to help you help yourself.



MCPON Robert J. Walker

SEA LIONS BECOME NAVY DETECTIVES

"Quick Find" is an operation which aims at successfully employing sea lions to recover expensive hardware from the ocean floor. Last summer, three sea lions and their trainers from the West Coast-based Inshore Underwater Warfare Group 1 Quick Find Detachment journeyed to Mayport, Fla. The purpose: To demonstrate the effectiveness of using the sea mammals in the salvage force's fast-expanding capability for rapid location and recovery of downed aircraft and other items lost in the oceans. (See *ALL HANDS*, Nov. 1972.)

Using *USS Escape* (ARS 6) as an operating platform, the sea lions were lifted over the side to a rubber boat. They were then transported to the approximate site of the lost object.

In the water, the sea lions performed admirably. In less than a minute, they descended to depths of more than 150 feet; homed in on the lost article; attached recovery gear and returned to the surface for their reward—a bucket of fish.

Once the sea lions were back on board, *USS Escape* maneuvered over the recovery site, attached the lifting hook to a wire and hoisted the object on board.

CHEMICAL SEAMARKER FOR S&R OPS

A chemical seamarker package has been developed by a team of Naval Research Laboratory ocean science researchers. The seamarker promises to be a significant improvement over conventional products used in search and rescue operations at sea.

The seamarker, which is tethered to a man or machine in the water, combines conventional color dye with oleyl alcohol which produces a wave-damping film on the water surface. This film spreads, producing a highly visible sea slick.

In developing their product, NRL scientists made comparative studies with the standard Navy dye marker. When the sea slick and dye were used in combination, the detectability of the resulting marker was greater than that of either component used alone.

The NRL seamarker is visible from a wide variety of angles and may provide nighttime, all-weather detection by radar systems which are sensitive to small waves damped with the seamarker slick.

AUTOMATED WEATHER STATION DEVELOPED

A system that senses weather conditions and transmits findings automatically has been developed by ocean scientists at the Naval Research Laboratory. It is called PAWS (for Polar Automated Weather Station). An experimental model has been tested in Northern Alaska.

NRL developed PAWS to provide the Navy with a monitor of high reliability and minimum maintenance requirements for deployment in locations such as the open ocean and polar regions.

The PAWS is powered by a radioisotope power generator (RPG) and can communicate on two frequencies in the HF band. An automated central station will soon be deployed in the Antarctic. The radiological safety aspect of this operation is under control of the Naval Facilities Engineering Command.

● WIDE VARIETY OF RECRUITER BILLETS AVAILABLE

There is an immediate requirement for more qualified volunteers for recruiting duty. It is a chance for senior enlisted personnel to become chief recruiters, zone supervisors, or recruiters-in-charge of a recruiting station. It is a chance for officers to enhance their managerial expertise, while developing skills which will be useful no matter what their Navy career field. Younger enlisted personnel have an opportunity for personal growth, while learning modern organizational methods.

A common misconception by Navy personnel outside the Recruiting Command is that Navy recruiters are assigned to stations only in large cities; that recruiters must work and probably live in large inner city environments.

Although some recruiters are assigned in large metropolitan centers, many others work and reside in small towns, rural regions, suburban areas and small to medium size cities. Volunteers are needed for duty throughout the command, but immediate assignments are available in Navy Recruiting Districts Detroit, Los Angeles, Philadelphia, Chicago, St. Louis, and Washington, D. C.

Majority and minority volunteers are desired for all districts. Members of the following minority groups are requested immediately for these districts:

- Black: Harrisburg, Newark, New York, Atlanta, Detroit, Richmond, San Diego and San Francisco.
- Native Americans: Detroit, Albuquerque, Dallas, Oklahoma City, San Diego and San Francisco.
- Puerto Rican: Albany, Newark, Philadelphia and Detroit.

Individuals interested in volunteering for recruiting duty should consult Chapter 11 of the Enlisted Transfer Manual to ensure that they are qualified. Requests for recruiting assignments should be submitted to CHNAVPERS (Pers-5021) via the chain of command. In addition to the satisfaction of achieving challenging goals, recruiters receive Special Duty Pay (SDA).

● PCS ORDERS CHANGE OPTIONS FOR OFFICERS AND ENLISTED

Since January 1971, senior officer and enlisted personnel have had the option of retiring or transferring to the Fleet Reserve in lieu of accepting permanent change of station orders. This option was offered provided such election was made within 10 days of receipt of orders and was not contrary to the needs of the Navy. The policy, originally adopted to ease budgetary constraints, has since been reviewed. Effective 1 May 1976, the options will be discontinued.

Enlisted personnel in receipt of transfer orders, either by normal means or naval message, dated after 30 April or officers who receive notification of PCS orders by any means, will not be afforded the option of retirement or transfer to Fleet Reserve, unless that notification occurs on or before 30 April. Additional information on this change is contained in BuPers Notice 1800 of 12 Mar 1976.

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All other retirement or Fleet Reserve transfer requirements set forth in BuPers Manual remain unchanged.

- NAVY'S FIRST TRIDENT SUBMARINE WILL BE USS OHIO

The Navy's first nuclear-powered Trident Missile submarine (SSBN 726) will be named Ohio. Keel-laying ceremonies have been scheduled for 10 April at Groton, Conn. Ohio, displacing 16,800 tons, will be 560 feet long and 42 feet wide. Trident class submarines, designed to carry 24 missiles, feature advanced quieting techniques and sonar systems. They will provide faster patrol of larger areas and will operate for longer periods at sea.

- SUBMARINE OMAHA LAUNCHED; KEEL LAID FOR JACKSONVILLE

Launching and keel-laying ceremonies for two high-speed, Los Angeles-class, nuclear attack submarines were held recently at Groton, Conn. Following the launching of Omaha (SSN 692), the keel was laid for Jacksonville (SSN 699).

- WINNERS ANNOUNCED IN BRONZE HAMMER COMPETITION

Winners of the fourth annual Self-Help Bronze Hammer awards have been announced. This program recognizes those naval activities which have made the most progress in improving the quality of Navy life by utilizing self-help for the enhancement of living quarters and personnel support, welfare and recreational facilities.

Selection is extremely competitive. Winners were selected based upon an evaluation of effectiveness of resource allocation, attention given to personnel support facilities, quality of completed improvements, and ingenuity exercised in execution of the program. Here are the winners:

- Commands with enlisted allowance greater than 1000 and a Construction Battalion Unit (CBU) in the immediate area--NAS Alameda, Calif.; second place, NavSta Charleston, S. C.

- Commands with enlisted allowance less than 1000 and CBU in the immediate area--Naval Security Group, Skaggs Island, Calif.; second place, NavSta Pearl Harbor, Hawaii.

- Commands with enlisted allowance greater than 1000 without a CBU in the immediate area--NAS Chase Field, Tex.; second place, NavSta Guantanamo Bay, Cuba.

- Commands with enlisted allowance less than 1000 without a CBU in the immediate area--Naval Ammunition Depot, Hawthorne, Nev.; second place, Naval Air Facility, El Centro, Calif.

Special awards were also presented to Lakehurst Branch, Naval Regional Dental Center, Philadelphia; Fleet Tactical Support Squadron 30, Alameda, Calif.; and Marine Barracks, Keflavik, Iceland.

- C-7 SCHOOL CHANGES ANNOUNCED

The Avionics Advanced Course, Interior Communications Electrician, Electronics Technician and Electrician's Mate "C-7" schools which were scheduled for closure during FY77 will remain open. (C-7 schools were formerly known as Navy Class "B" schools.)

The closures, originally proposed due to budgetary constraints, were revised because no suitable alternative training is available. These courses have been singled out as contributing to the retention of critically needed personnel in the EM, AV, ET and IC ratings.

The final class convening dates for C-7 schools have also been announced. They are: Photographer's Mate class level two (21 Jun), Musician (7 Jul), Aviation Structural Mechanic (Structures) (16 Jul), Aviation Structural Mechanic (Hydraulics) (30 Jun) and Aviation Machinist's Mate (Jet Engine) (16 Jun).

An effort is being made to incorporate training offered in these courses into other schools.

• E-7 THRU E-9 TIS AND TIR REQUIREMENTS CHANGED

The minimum time-in-service (TIS) and time-in-rate (TIR) requirements for advancement to E-7, E-8 and E-9 have been revised.

Effective 1 Nov 1976, the TIS requirements for advancement to E-8 will be 12 years and for advancement to E-9 will be 15 years. In addition, the TIR requirements for E-9 candidates will be increased to three years.

Effective 1 Jan 1977, the TIS requirements for E-7 candidates will be nine years. Three years' TIR will remain the requirement for E-7 and E-8 candidates.

Individuals who participated in the Nov 1975 E-8/9 exam and the Jan 1976 E-7 exam and are not selected for advancement will be allowed to compete in the Nov 1976 and Jan 1977 cycle without having to meet the new requirements.

For further details, see BuPersNote 1430 of 2 Feb 1976.

• CAREER PLANNING GUIDEBOOK TO BE ISSUED

Beginning this month, all unrestricted line officers, including all newly commissioned officers, will be issued a copy of the Unrestricted Line (URL) Officer Career Planning Guidebook. Initial distribution will be automatic to all URL officers and addressees listed in the Standard Naval Distribution List, parts one and two. The planning guide provides career information and guidance for URL officers and contains answers to questions frequently asked of assignment officers in the Bureau of Naval Personnel. It is not a complete treatment of all the variables associated with officer distribution but it does set forth enough information concerning the subject to enable officers to more fully understand and participate in their own career planning. The publication is for the use of URL officers of all grades and all officers will receive a personal copy for use throughout their careers. The URL Officer Career Planning Guidebook may be ordered through normal supply channels.

• VIKING REACHES THOUSAND-HOUR MILESTONE

An S-3A Viking assigned to Air Antisubmarine Squadron 41 on 9 February became the first fleet S-3A to accumulate 1000 hours' flight time. The milestone was achieved during carrier qualifications on USS Kitty Hawk (CV 63) operating off the southern California coast.

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- ENLISTED FLIGHT PAY ELIGIBILITY REVISED

Eligibility criteria for enlisted aviation personnel drawing hazardous duty/flight pay have been revised. A new Bureau of Naval Personnel ruling states that enlisted personnel serving as aircrewmembers must have--as a secondary NEC--an 82XX NEC. To qualify further, such personnel must be assigned to an 82XX billet. Additionally, the individual concerned must have been ordered to his command in a flight status or earned flight status while onboard (Distribution NEC). The new revision goes into effect on 1 Jul 1976 but does not affect people in the AW rating. For more information, check BuPersInst 1326.32. Commands will find implementation procedures in BuPersNote 1326.

- SHIP MATERIAL READINESS COURSE SET FOR SENIOR OFFICERS

The first class in a new ship material readiness course for senior officers is expected to convene in May. The course, created to enhance the abilities of these officers to deal with the increased complexities of ships' systems, is in direct support of CNO's priority to improve ship material readiness.

Coordinated by the Chief of Naval Personnel with assistance from OpNav, NavMat and CNET, the course is for designated flag officers and captains enroute to major operational commands and selected staff assignments. The major portion of the course will be conducted at engineering training facilities in Idaho. Additional instruction will be provided at the Naval Training Center, Great Lakes, Ill., and the Puget Sound Naval Shipyard, Wash. Further details on the course may be found in NavOp 23 of 18 Feb 1976.

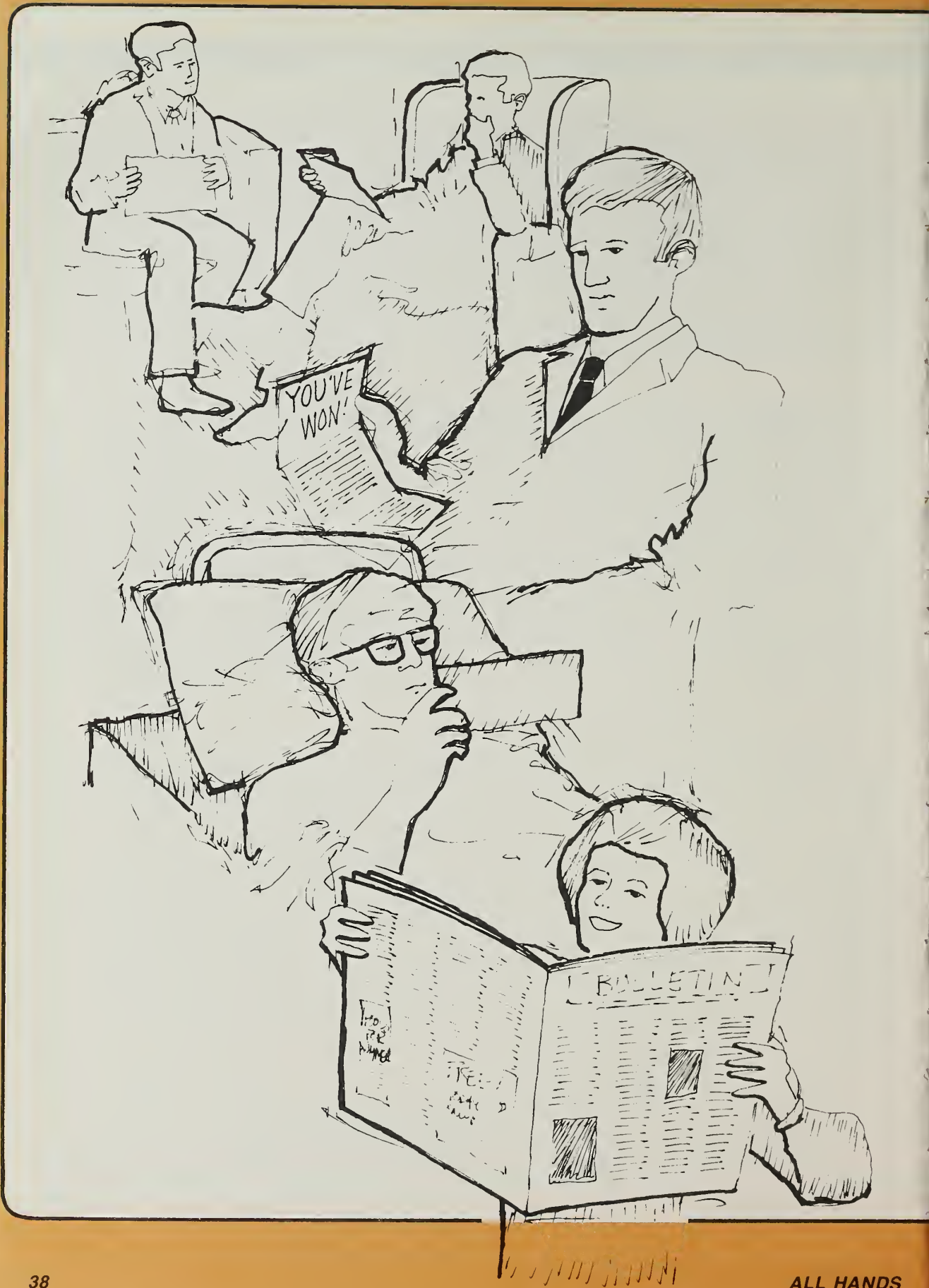
- SECNAV ANNOUNCES BEST MESSES AND CLUBS

Six top messes and clubs were selected from 42 entries in the SecNav's second annual Messes and Clubs Awards Program. NAS Cubi Point, Republic of the Philippines, was declared to have the best Commissioned Officers' Mess (Open). Taking top honors in the Commissioned Officers' Mess (Closed) category was NavSta Charleston, S. C., while Naval Amphibious Base Coronado, Calif., was chosen for the best Commissioned Officers' Mess (Closed) with social functions. The Chief Petty Officers' Mess (Open) at Naval Education and Training Center, Newport, R. I., was declared the best in that category in the Navy. NavSta San Diego, Calif., was named as having the best Enlisted Mess (Open) and Support Facility, Taipei, Taiwan, took top honors in the Enlisted Club category. Facilities were judged on appearance, culinary arts, entertainment programs, management standards, club/patron relations, sanitation and safety records.

- STANDARD MISSILE TESTS SUCCESSFUL

The Navy's Standard Missile Two (SM 2) recently scored a direct hit on a high altitude drone at a range of more than 50 miles. The shot was fired during tests at the White Sands, N. M. missile range.

SM 2 is being developed as the missile for the Aegis weapons system. Eventually it will replace the Terrier, Tartar and Talos missiles now in fleet inventories.



For the Navy Consumer

What You Should Know About Fraud By Mail

When I was a kid, two coupons and \$5.98 would get me the most beautiful telescope I had ever seen. Its long, slender body was decorated with blazing comets streaking across a star-studded sky. According to the comic book ad, its 10-power ability would bring the heavens right into my bedroom and almost allow me to climb into a moon crater. I wanted that telescope more than anything in the world.

I managed to scrape the money together (after all, I still had my coke and bubble-gum habit to support) and sent off the coupons along with my father's check for this marvelous instrument.

Day after endless day I anxiously waited for the mailman. Two weeks later he brought my telescope. As I ripped open the package my stomach flopped—and my heart broke. My dream telescope turned out to be no more than a flimsy cardboard tube with a piece of plain glass in each end. I cried in disappointment.

That was my first encounter with mail fraud, and it was a hard lesson. Fortunately, I learned from it. Others haven't been as lucky. The U. S. Postal Service estimates that Americans drop 500 million each year to slick operators who cheat them through illegal use of the mails.

The real cost of mail fraud, however, is not known. Authorities believe 90 per cent of all fraud cases go unreported. Reasons range widely: "I didn't know who to report it to;" "I felt it was a private matter;" "The

authorities couldn't do anything anyway." An unknown number of fraud cases also go unreported simply because victims are embarrassed to admit they have been taken, or, in many instances, because they don't even know they may have been swindled.

Fame, fortune, knowledge, health, eternal youth and well-being are some of the things most people want. They are also some of the things a smooth operator uses to exploit people.

A woman in California, for example, needed to supplement her family income but was unable to leave home to work. She answered a newspaper ad offering the opportunity to "earn up to \$1.68 an hour sewing baby shoes in your own home." But, she learned, it was first necessary for her to pay a small registration fee and to pass a demonstration test of her sewing skill. What this woman didn't know was that 60,000 others had answered the same nationwide ad, and every one of them failed the test and lost their registration fee. All were victims of mail fraud.

The flimflam man often preys on those in financial difficulty. A young Navy family having trouble making ends meet, for example, sought help by answering a "financial consultant's" magazine ad. Little did they know that, by enrolling in the program, their problems were just beginning.

The first hint of trouble came when, to their dismay, merchants began threatening to repossess the family

Fraud By Mail

auto, appliances and clothing, and letters of indebtedness were received by the commanding officer.

Postal inspectors stopped the scheme and the couple learned that their first monthly checks were paying off the consultant's basic fee instead of being credited to merchants as they thought. They were victims of mail fraud.

Expensive appliances are items often placed in the wait-'til-we-get-the-money section of household budgets. They're a boon to the con man.

When someone comes along and offers a color TV for almost nothing, who can resist? This is the bait used in chain-referral setups. All you have to do, the letter says, is "get your friends and relatives to buy a color TV set; then they become referers as well. The \$50 commissions each of you earns from the chain sales will become your monthly payments. Everyone will end up getting a color TV for almost nothing."

It sounds good, but postal inspectors have found that in almost every chain-referral scheme the victim is lucky to earn even one or two commissions. The family is stuck with an expensive appliance it couldn't afford at half the price.

Another appliance game is called "You've Won." A special delivery letter arrives and joyfully to you, at least, announces that you have won a brand-new sewing machine. "All you have to do," it says, "is come to our office to select the cabinet you want." When you go to collect your prize you may end up paying more for the cabinet than the whole unit.

When grief strikes a family it is often an invitation to the smooth operator to strike. The daily newspaper obituary column supplies the "marks," and he simply sends the deceased person's relatives a worthless piece of junk C.O.D. The C.O.D. charge is, of course, astronomical when compared to the item's real value. Believing the deceased ordered the merchandise before death, the family pays for the parcel, and the fraudulent merchant reaps a huge profit.

Grief of another sort is played on through the generosity of Americans in helping those in need. Charity rackets are a profitable operation for swindlers who implore "Won't you give just one dollar to help?"

One of the biggest charity rackets ever investigated by postal inspectors involved a professional fund-raising firm which mailed requests for help to millions of persons throughout the country year after year. Investigation disclosed that of approximately \$22 million contributed by the public at large, nearly \$11 million was earmarked for salaries, expenses and illegal kick-backs.

On the other hand, many charities are making important contributions and merit full support. How can you be sure your money is going to an honest organization and not into the pockets of swindlers? First, donate to charities and organizations with which you are familiar, and for financial statements from those with

which you are not familiar. You can also check charities out with the Better Business Bureau or the local Chamber of Commerce.

Since 1872 the federal criminal mail fraud statute has protected consumers and others who do business by mail. This law states that those using or causing the mails to be used to further a fraudulent scheme "shall be fined not more than \$1000 or imprisoned not more than five years, or both."

If, after investigating a potential case of mail fraud, postal inspectors believe the law has been violated, they turn the evidence over to a U. S. Attorney for possible presentation to a grand jury and ultimate prosecution in the federal courts.

Consumers are also protected by the false representation statute. Under this law promoters who use the mails to *misrepresent* are not subject to criminal penalties, but lose the right to receive, through the mail,

How to Guard Against



The Department of Defense, the Navy and other branches of the government are interested in helping to protect the members of the community and the armed services in the areas of safety, the environment and ecology, and also as consumers. The pamphlets shown are representative of various programs that implement these services.

checks or money orders relating to the illegal activity.

There are dozens of clever fraud schemes which have been uncovered by the Postal Service, and dozens more crop up all the time. The question is, what can you do if you suspect you're a victim of postal fraud?

To stop a dishonest scheme, postal inspectors must first find evidence that you and others were cheated as a result of claims the seller made in an *intentional* effort to defraud. Mail fraud violations occur when a general scheme or pattern of fraud exists.

When you believe a mail fraud exists, hold all letters, including envelopes, and other evidence related to the questionable scheme. See if your neighbors or business associates have also received similar material.

Bring this information to the attention of a postal inspector in your area by contacting him directly or through your postmaster.

Even if no evidence of fraud exists, but you feel you

have not received what you paid for, Postal Inspectors may be able to assist you in settling the unsatisfactory transaction. Although Postal Inspectors do not have the authority to force adjustment of mail order transactions, they will contact the company on your behalf. You may also take your complaint to the Better Business Bureau, Chamber of Commerce, an appropriate trade association, the publication which carried the advertisement, or State Consumer Protection Office. You may also visit your legal services officer to discuss the possibility of finding relief through civil suit if you suspect a breach of contract was involved.

Popular movies such as *The Sting*, *Paper Moon* and *The Flimflam Man* may make good entertainment, but when *you* find *your* dream telescope is actually a worthless tube of paper it's no fun. Nor is it fun for the poor and elderly who make up the majority of the con artist's "marks."

—JO1 Tom Jansing

ing Cheated and Where to Take Your Complaints

Every time you buy a service or product the potential for becoming a victim of fraud exists. How can you guard against being cheated, and where can you take your complaint if you are? The federal government helps with education and assistance through consumer protection services already established within many of its various agencies.

Education is the job of the Consumer Information Center. Its task is twofold: (1) To promote greater public awareness of existing federal publications of interest to consumers; and (2) to encourage the development of relevant and meaningful consumer product information as a by-product of the federal government's research, development and procurement activities.

The first task, education, is achieved through the Consumer Product Information Index. This booklet (revised quarterly) lists approximately 250 selected federal publications of consumer interest which represent the output of more than 20 federal agencies. Subjects covered by booklets and fact sheets offered in the Index are varied and include such topics as consumer protection, buying appliances, budget and credit matters and health and personal hygiene. About 20 per cent of the publications are free, the others are sold at cost—usually for about 25 cents each. An order blank is provided with each copy of the Index.

Free copies of the Consumer Product Information

Index may be obtained by writing to: Consumer Information, Pueblo, Colo. 81009. The Index is also available at many military exchanges and commissaries.

If you do become a victim of fraud, or simply seek information, the federal government is again ready to help. The problem is, which agency must you see? The answer is supplied quickly and easily by a visit, letter or telephone call to your nearest Federal Information Center (FIC). Each FIC is staffed by experienced personnel who can direct you to the agency best prepared to help.

There are currently 74 FICs located throughout the United States. They are listed in local telephone directories, or a complete list of locations—addresses and telephone numbers—can be obtained by writing to: Federal Information Center Program, General Services Administration, Washington, D.C. 20415.

Another valuable aid in finding the federal agency you want is the U. S. Consumer Product Safety Commission Fact Sheet Number 52, entitled: *Some Federal Consumer-Oriented Agencies*. It contains the name, address, telephone number and a brief description of responsibilities of agencies which deal most frequently with consumer inquiries. The fact sheet also contains a complete listing of Federal Information Centers. Copies can be obtained from the Consumer Information in Pueblo, Colo.

NAVY SEA CADETS

An Opportunity For —

- Navy Retirees
To Train
- Navy Juniors
To Learn

If you are headed for the Fleet Reserve or retirement and are still interested in a part-time role in behalf of the Navy and the youth of this country, here's something to think about.

Retired officers and petty officers looking for a way to occupy their free time and render a valuable service would do well to consider becoming leaders in the Navy League's Sea Cadet Corps. There's an active effort underway by the League to recruit knowledgeable leaders for their 150-unit Sea Cadet program. The organization has the full support of the Navy in training young men and women in basic seamanship, besides instilling in them a sense of pride and accomplishment.

Those attached to the program gain a personal satisfaction in helping to guide young people toward a naval career; a large majority of Sea Cadets enlist in the Navy or enter training programs leading to active service in the armed forces. This is a worthwhile program practically tailor-made for retired people anxious to be of service to the Navy. The Sea Cadet Corps is a splendid way to aid today's youth.

The Naval Sea Cadet Corps is a nonprofit, volunteer youth program sponsored by the Navy League, to provide a Navy-oriented training program for young men and women aged 14 through 17. Federally chartered, its purpose is "... through organization and cooperation with the Department of the Navy, to encourage and aid American young persons to develop an interest and skill in basic seamanship and in its naval adaptation, to train them in seagoing skills and to teach them patriotism, courage, self-reliance and kindred virtues."

The Sea Cadet program benefits the Armed Services, and the Navy in particular, by providing a source of career-motivated and trained young people to assist in meeting our manpower needs, both officer and enlisted, under the all-volunteer concept.

Available statistics indicate that during the past two years approximately 70 per cent of those cadets in the age-eligible group have either enlisted or entered a training program leading to active service in a branch of the Armed Forces. Considering the objectives of the Naval Sea Cadet Corps, and the results being achieved, the program warrants full support of the military.

At present there are over 150 Sea Cadet units in the nation, each sponsored by a Navy League Council and receiving support from a local Navy activity. Leadership and administration of the individual units are provided by the Sea Cadet Officer Corps and nonpaid volunteer adults dedicated both to the Navy and to providing young persons with a constructive outlet for their energies and talents.

Key to continued growth of the corps is the interest and active participation of adult leaders, either as officers in the corps or through support and participation

by serving as instructors or guest lecturers. Retired naval personnel possess the unique qualifications needed by the corps—leadership ability and competence in naval matters. Additionally, there is a personal satis-

The Sea Cadet Corps provides an opportunity to develop an interest in the Navy at an early age. Shown here are a group of sea cadets from North Hollywood, Calif., learning the skill involved in making boat bumpers from a sailor attached to Naval Air Station, Point Mugu, Calif.

faction to be gained from participating in a worthwhile youth program and in assisting the Navy in meeting future manpower needs.

Supporting your local Sea Cadet unit is an excellent way to remain active in the Navy community. You can contact your local Navy League Council for further information, or write to: Executive Director, Naval Sea Cadet Corps, 818 Eighteenth St., N. W., Washington, D. C. 20006.

—LT Kristin Tryon, USNR





NAVY JUNIOR RESERVE OFFICER TRAINING CORPS

- Another Sampling
Of Youth Training
In The Sea Service

Two units of the Naval Reserve Officers Training Corps (NJROTC) from Jacksonville, Fla., high schools got a firsthand look at the Navy when they embarked in the Mayport-based replenishment oiler USS *Kalamazoo* (AOR 6).

"Cruises such as this are very beneficial for the cadets," said NJROTC instructor retired Navy Commander Roy H. Paxson. "It gives them the opportunity to see how their classroom training can be put to practice use."

In the first unit, 47 NJROTC cadets from Jacksonville's Bishop Kenny High School boarded *Kalamazoo*, commanded by Captain Jerry O. Tuttle, as she got underway for local operations with the carrier USS *America* (CV 66).

Kalamazoo swung into action early in the cruise as she demonstrated man overboard recovery techniques. Cadets watched intently from the ship's flight deck and bridge wing as the motor whaleboat was hoisted out and lowered into the water, as her crew set out to rescue "Oscar," the drill dummy.

Later in the evening all hands manned battle stations as general quarters sounded. The cadets were divided into small groups and stationed in key areas throughout the ship. The complex equipment in combat information center provided a challenge for one cadet group as they observed tracking and communication devices. Meanwhile, others were stationed on the bridge to view firsthand evasive tactics used in battle. Others were

placed throughout the ship in the various repair parties and in engineering space.

Bright and early the following morning, *Kalamazoo* showed off her specialty, underway replenishment, as *America* and USS *Luce* (DDG 46) came alongside. Many NJROTC students marveled at the size of the aircraft carrier. When refueling was finished three hours later, the cadets saw an emergency breakaway drill and learned how quickly refueling ships can separate if necessary.

After noon meal on the mess decks with the crew, it was showtime as Attack Squadrons 15 and 87 of Air Wing Seven from *America* performed an aerial demonstration and bombing practice on a target towed behind *Kalamazoo*. "I've never seen anything as exciting," stated one cadet as four jets passed close overhead.

"NJROTC is the young man's first association with the Navy, and could be his initial step in the direction of a possible commission. For many of these students it is their first time at sea, and it's truly an unforgettable experience," said CDR Paxson.

On the following weekend a second NJROTC unit got its chance. This time 45 cadets from Orange Park High School, led by retired Navy Commander Scott Edwards, went along as *Kalamazoo* headed out to refuel the destroyer USS *Spruance* (DD 963), first of her class.

During their three-day cruise, the second group of cadets observed shipboard operations and participated in all evolutions. They were divided into watch sections and stood standard four-hour watches—under instruction—in CIC, the engine room, and pilothouse. Students also received special training as underway lookouts and participated in general quarters.

—JOSN Gary Smith

Facing page, left: NJROTC cadet Charles Patterson at radar repeater in *Kalamazoo*'s Combat Information Center. Below left: Cadet receives instruction in proper use of Oxygen Breathing Apparatus (OBA). Right: Chief hull maintenance technician discusses damage control on cargo deck of USS *Kalamazoo*.



SHOOTING

QMC Oscar W. Ethridge



Standing on the ship's bridge, leaning over large nautical charts, Chief Quartermaster Oscar W. Ethridge bears little resemblance to his early Navy counterpart as he lays out recommended tracks for his ship's next voyage. But his job still is basically the same.

Though much of the quartermaster's equipment has been added or altered since the days of John Paul Jones, at least five basic navigational aids have remained constant: compass, landmarks, charts, sextant and stars.

Chief Ethridge has been a Navy quartermaster for 18 years, 15 of which have been spent at sea. For almost two years now, the 37-year-old chief has been aboard the Seventh Fleet destroyer USS *Rowan* (DD 782) operating out of Yokosuka, Japan.

"Quartermaster is a seagoing rating," he explains.

"We gather information, so a ship can move from one area to another with minimal risk and we constantly must be able to pinpoint the ship's position."

Before departure of his ship, Chief Ethridge gathers information regarding the proposed track and looks for possible navigational hazards. Based on this research, he charts a course, then submits it to the ship's navigator. Final decision as to deviations from the proposed track rests with the ship's commanding officer.

At sea, Ethridge submits reports at 0800, 1200 and 2000 to the commanding officer giving the ship's position and present course and speed and scheduled course and speed change. The ship's position is determined by using visual landmarks, and by radar, sonar, long-range radio navigation (*Loran*), and celestial navigation. *Rowan's* position is also monitored by a "fathometer," which measures the water's depth.

"By checking one navigational aid against another," the chief explains, "we can find out exactly where we are. If two aids give us a different readout, we go by celestial navigation, which is considered to be the most reliable."

The quartermaster's day begins just before sunrise, when the stars and the horizon are still visible. "I can pinpoint the ship's position by getting a fix from five selected stars." Celestial navigation is also accurate in daylight, using the sun as a reference point.

Most of the chief's day is spent supervising his assigned quartermasters. Occasionally, the daily routine is interrupted by a navigational hazard, such as flotsam, or uncharted wrecks and land masses. If an uncharted island—which is rare these days—is sighted, the quartermaster surveys it, and sends the data to the Naval Oceanographic Office in Washington, D. C. In this way, the quartermaster helps in updating charts of the seas.

In all respects, the chief finds satisfaction and a feeling of accomplishment in his work. "I know that I can take a ship anywhere in the world, guide her by the stars, and see her safely alongside a pier. To me that's what the Navy is all about."

—Story by JOSN Betty Pease

THE STARS

QM2 John Stein



Navy quartermaster John Stein prefers the traditional method of navigation—"shooting the stars." "I've always been interested in astronomy," he said. "When I was a little kid, I used to read books on astronomy and had one of those 'starter' telescopes."

A former resident of Utica, Ohio, Stein is principal assistant to the navigator of the amphibious assault ship USS *Okinawa*. In that capacity, the four-year Navy veteran's primary job is "natural navigation."

At sea, Stein rises at 0500 and "shoots the morning star." "Actually, we shoot about seven stars, then compute our readings and chart the calculations, which give us our fix," he explained. According to Stein, "shooting a star" means measuring the angle of elevation of the celestial body above the horizon. A "fix" is the ship's longitudinal-latitudinal position.

"We prepare position reports for the captain at 0800, 1200 and 2000," further explained Stein. Throughout the day and into the evening, this 22-year-old sailor

takes readings from celestial sources. These readings help the navigator determine the ship's position, how far the ship must go to reach her destination and how fast she must go to get there.

A 1971 graduate of Utica Senior High School, Stein said that modern navigational methods are used in conjunction with celestial navigation, eliminating errors. "Two of us shoot stars so we can compare our readings and make more accurate position reports," he remarked.

Quartermasters also synchronize the ship's clocks, assist the officer of the deck in the pilothouse and steer the ship. Stein considers a quartermaster's second most important job is that of keeping the correct time. "We receive the correct Greenwich Mean Time from radio central and use that to correct the clocks." He added, "The correct time is essential when you're shooting stars; the mission of the ship depends on accurate timing."

Stein doesn't stand underway watches because he works 15 hours a day shooting the sun and other bodies. He does occasionally, however, steer the ship during underway replenishments. "Steering during replenishments is very critical; the helmsman can't deviate more than one-half a degree from the ordered course," said Stein, speaking from experience.

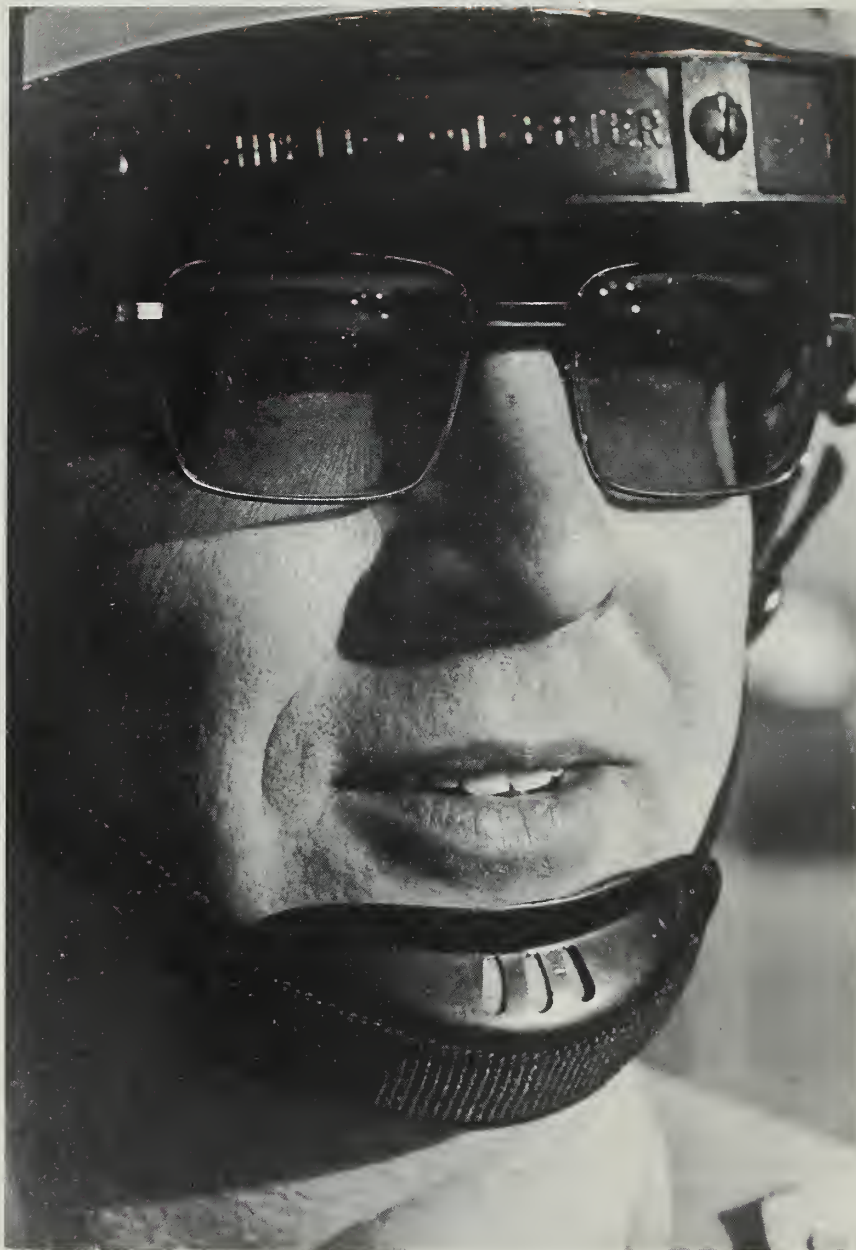
Having served on board the San Diego-based *Okinawa* all of his current four-year hitch, Stein recently reenlisted and is scheduled for transfer soon to the ammunition ship USS *Flint*.

—Story by JO1 Paul Long
—Photos by PH1 John R. Sheppard



Navyman in the Volunteer Police Reserve

Moonlighting Without Pay



Left: During his spare time, Master Chief Fire Control Technician Carlos E. Beadle serves as a sergeant in the San Diego Police Reserves. Right: FTCM Beadle prepares to go on patrol as a back-up officer. He is part of a group of about 250 volunteers who supplement the regular police force.

Master Chief Fire Control Technician Carlos Beadle of the Fleet Training Center, San Diego, has his nights out just like the rest of the boys. But instead of bowling or poker, he takes to the streets of the city. Chief Beadle is a part-time volunteer policeman—a sergeant in the San Diego Police Reserve.

"I became interested in the police reserve program five years ago while working as a night security guard," Chief Beadle said.

The 25-year Navy veteran joined the Police Reserve in 1970 and has averaged over 500 hours per year in off-duty time with the reserves, all without pay. In 1975 he broke the 1000-hour mark.

"That was a personal goal I had," he said with a smile, "and it's a good thing that my wife, Ellen, is very understanding. Actually, she's proud that I'm doing something worthwhile with my spare time. Because of my involvement with the Police Reserve our whole family feels closer to the community."

Chief Beadle is part of a force of almost 250 reserve officers who supplement the regular police when extra manpower is required. They work events such as parades, concerts and even riots. They also ride with the regulars as backup officers on normal shifts.

On one recent eight-hour shift, the evening was anything but dull for police Sgt. Beadle.

After checking in at the station and being briefed, he teamed up with a regular officer to begin patrolling a downtown beat. Minor disturbance calls started the watch—a sick man in a restaurant, an intoxicated man at the YMCA, a shoplifting complaint, a drunk driver, backup for officers needing assistance, more minor disturbance calls from a local hotel, a traffic check on a car with a noisy muffler, another officer needs assistance call, response to a silent alarm, and, finally, time for a lunch break. With the first half of the watch over it was time to get back on the streets.

"The job is exciting and it gives me a great deal of satisfaction to be helping in this way," Chief Beadle said. "That's why I'm out there two or three times a week."

Not everything is pure police work though. The reserves also contribute their time to help with special undertakings like "Project 1000," an annual collection of food, clothing and toys for needy children in San Diego.

There are many military men in the San Diego Police Reserve. They receive the same training as the regular officers, but in a condensed version.

"This training has shown me that the people involved with the reserves are better able to make quick and precise judgments, and are just more mature in their thinking than when they started with the program," Chief Beadle said.

The reserves offer a challenge and an opportunity to those who desire to get more involved with the com-

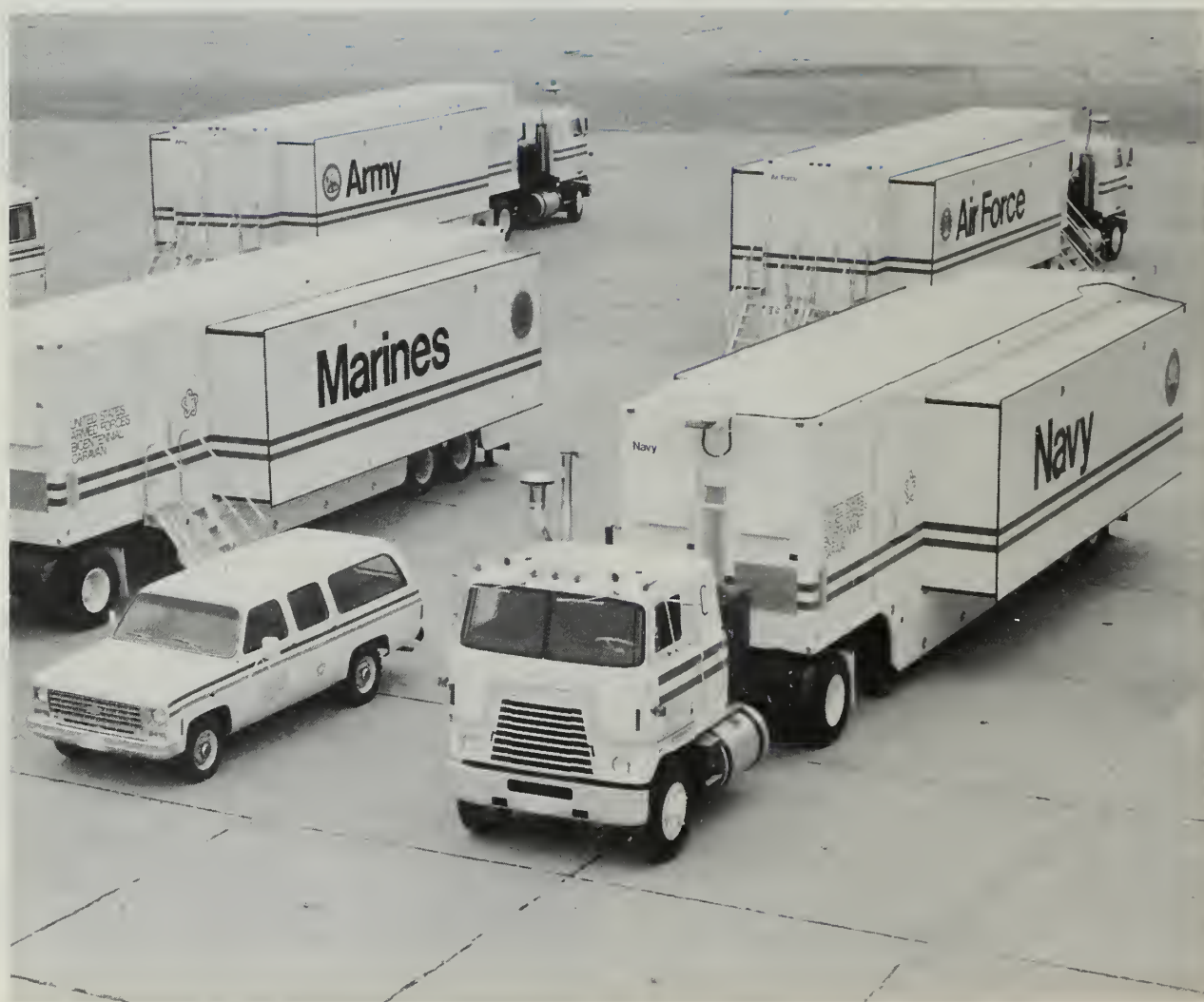
munity. This involvement with the community through the Police Reserves benefits both the Navy and the city. One thing for sure—Chief Carlos Beadle finds a little more excitement on his "night out" than going for a 7-10 split at the local bowling alley.

Story and Photos by
PH1 Carl R. Begy, USN



Traveling with the Armed Forces Bicentennial

CARAVAN



Four 300-horsepower diesel engines roared to life at 0400, piercing the freezing night air. The red, white and blue tractor-trailers shuddered as they embarked on what was to be their longest day.

"Two ready to roll," squawked a CB radio. "Three ready." "Four ready." "Five ready to roll." And from the lead car came the command: "Okay, gents, let's move 'em out!"

So, the U. S. Armed Forces Bicentennial Caravan hit the road that morning on 10 December, its destination a town of only 225 people—Preston, Ga.

Filled with historical memorabilia, movies, slide shows and electronic exhibits portraying the history and contributions of the Army, Navy, Marine Corps and Air Force, the caravan is part of the Department of Defense's salute to America's 200th birthday.

It was shortly past dawn when the caravan rumbled

into town, escorted by the county sheriff and citizens who had driven to the county line to form an escort.

Thirteen men, three from each branch of service, plus the caravan commander, were carrying out their duties like clockwork.

EO2 James Lackland, at the wheel of the Navy tractor, was expertly maneuvering his van into position, falling into line with the other three tractors in the caravan.

"Those drivers can back their rigs faster and straighter than a lot of people can drive forward!" exclaimed one policeman. After the vehicles were brought into a straight-line configuration, their crews leveled the trailers and cranked out the sides.

While one man started setting up displays, others began wiping down outside surfaces of the vans and tractors, and polishing chrome until the vehicles gleamed in the Georgia sun. Even in the 30-degree chill, they perspired. Moving inside the vans, they completed their preparations.

Over in the Army van, Staff Sergeant Bennie Foster and Sergeants Alan Phillips and Alexander Kowalski were busy at their displays, ensuring the "bionic arm" and the various slide shows were operating properly.

In the Navy van, ETN2 Dennis Lindgren, AMS2 James Jones and Jim Lackland were now polishing the binnacle, tuning the shortwave radio to the internationally broadcast time signal, and adjusting the small radar which scans the area around the van.

In the Marine Corps van, Staff Sergeant Jerry Jakes and Sergeants Norman Nelon and Samuel Hitch vacuumed the carpets, checked the slides of Major Charles Waterhouse's famous paintings and prepared "The President's Own," a three-minute film on the Marine Corps Band.

In the Air Force van, Senior Master Sergeant Leland Schiermeyer, Technical Sergeant Hobert Bullock, Jr., and Staff Sergeant Richard Warner inspected the 15 projectors in the minitheater, making sure that the award-winning slide show would have no mechanical problems. It had won the Gold Medal as Best Multimedia Documentary at the International Film and TV Festival of New York last year.

Why was a caravan stopover scheduled in Preston, a town so small that it doesn't even have a traffic light? It stopped there because a tri-county holiday was underway for the Webster County Bicentennial. Craftsmen from all over Georgia had been invited to display their wares. School, church and civic groups had promised to set up booths with barbecued meats, home-



Facing page, left: The Armed Forces Bicentennial Caravan prepares for a stop at Preston, Ga., as part of its nationwide tour. Left: PO2 Linda L. Levesque helps prepare the Navy van for a long display day. She is on one of the alternating teams that travels with the caravan.

On the Bicentennial Front

made cookies, cakes and pies. traditional costumes had been made for the ladies to wear that day. Continuous entertainment had been planned for the entire day, including school bands and singing groups. This was one of the biggest days in Preston's 122-year history, and it centered around the caravan.

As the crews busily set up their vans, the town itself was slowly being transformed. A crowd bustling around Courthouse Square made final preparations. Booths were going up. People were arranging their displays. The crackle of fires and pine-scented smoke mingled with the aroma of barbecuing meats and freshly baked breads. Laughing children, anxious to help and play at the same time, frolicked from booth to booth. Ladies cheerfully chattered as they went about their cooking while the men, their heavy work done, warmed their hands over the fires.

In just over an hour after its arrival, the Armed Forces Bicentennial Caravan was all ready. The men had changed from their gray Bicentennial coveralls into their dress uniforms in a makeshift dressing room, a converted Sunday school classroom. Ribbons, buttons, brass, and spit shines were all inspection-perfect.

Manning their respective vans, they waited for the word to open. Eight hours of standing display was before them.

But presenting the displays to the public is actually only part of their duty. Each man was selected from his branch of service for his technical specialty to keep all of the complicated parts of the caravan in good working order. From truck drivers to artists to electri-

cians, they all contribute to the caravan's ability to fulfill its mission.

In the Navy van, for instance, AMS2 James A. Jones, II, is assigned as painter and is in charge of preventive maintenance on the exterior surfaces of the vans. Even his experience in aviation maintenance has proven to be valuable on at least one occasion. When his crew was scheduled to rotate back to Wright-Patterson AFB in Ohio after its first 45-day tour, a C-130 was to provide the transportation. The plane broke down and it was Jones who diagnosed the problem in the case-drain-line off the hydraulic pump and assisted with repairs.

ETN2 Dennis E. Lindgren is the audiovisual repairman, working on everything from projectors and tape decks to CB radios, as well as "Herman," the Army's bionic arm. (The arm is a see-through synthetic model that performs like a real one.) "Herman is a new experience for me," he said. "If Herman isn't cleaned and lubricated often, he gets what we call arthritis."

EO2 James R. Lackland, driving the Navy tractor, is well aware that on the road he has sole responsibility for the Navy van's well-being. He has impressed law-enforcement officers up and down the east coast with his driving skills.

Completing the first six months of operation, with 12 more to go, the east coast caravan has met every commitment. (There are identical caravans in each of the four U. S. time zones representing the four services, operating a total of 16 vans. Each caravan team has two sets of crews—the "blue" and "gold"—which

Below, left: Two students inspect a binnacle on display in the Navy caravan. Below: A Preston, Ga., youngster participates in the local festival held in conjunction with the caravan visit.



alternate with each other during the lengthy tour on the road.)

For the east coast caravan, Preston represented Stop Number 59.

Following the commencement ceremonies, the colorful vans opened their doors for the hundreds of school-children. But the crewmen were enjoying themselves as they were engulfed by youngsters asking for autographs, taking pictures and firing countless questions—some unanswerable.

Petty Officer Lindgren chuckled and said, "One little girl just asked me how many fish I catch when I'm out at sea. I had to explain to her that I didn't go to sea to fish."

After about four hours, visits by the kids tapered off, although many came back two, sometimes three more times later in the day. The older generations then had their chance to view the military exhibits. Veterans, surprised by the changes from the days when they were in the services, exchanged "sea stories" with the crew.

During rest breaks, members of the Navy crew were able to experience a little of the celebration themselves. More than 5000 people were crowded into Preston that day. Moving from booth to booth, the crewmen munched on pecans and boiled peanuts, looking for souvenirs or gifts to take home.

Standing display duty for eight hours isn't easy. After fielding endless questions from visitors, mental fatigue sets in. There is the constant standing. On the other hand, the time passes quickly. According to Marine Corps Gunnery Sergeant David Ripley, the caravan commander, stops like Preston are big morale factors for the crew. "When we see community activities like this going on, it's much easier for us to maintain our enthusiasm throughout the day," he said. "We've all been caught up in the excitement."

Even when darkness fell over Preston, the celebration went on. There was a square dance in front of the courthouse. Shadows flickered off buildings and trees as the dancers whirled and twirled through spotlights.

During the nightly news broadcasts the citizens of Preston saw themselves and their festival being televised across the nation. TV crews had come all the way from New York City to cover the event and they had added an air of importance to the occasion. When they thought that the perfect day was over, a telegram arrived from President Gerald R. Ford to Mrs. Thomas Walker, Chairman of the Webster County Bicentennial. It read: "I warmly commend all who participate in plans for the celebration of our nation's Bicentennial. Your efforts are symbolic of your deep sense of participation and civic pride. They also reflect the vitality and spirit of America."

Over in the vans, the crews prepared to close up. But they were back early next morning preparing for a special three-hour showing for student groups. Just before noon, the crew "tore down" the exhibits with assembly-line efficiency. It was time to move on to the next town, the next show. The four 300-horsepower diesel engines roared to life. Goodbyes were said. Hands were shaken: "We will always be indebted to the Armed Forces for giving us this big day."

"Two ready to roll." "Three ready." "Four ready." "Five ready to roll," squawked the CB.

"Okay, let's move 'em out!"

—JO1 John Yonemura, USN

Below, left: When the last visitor departs, systematic "tear down" begins. ETN2 Dennis Lindgren cranks in the expandable sides of the Navy van. Below: EO2 James Lackland removes the shortwave antennae.



ADAK ALASKA

A Busy Bicentennial Community

ON OUR LAST CONTINENTAL FRONTIER



Above: The Adak Bicentennial Seal (front and back) was designed by EA2 G. R. Price.

Among the various programs to honor our country's Bicentennial, one of the most enthusiastic has been carried out in one of our smallest communities—an island on the nation's last continental frontier. This is Adak, Alaska, at the end of the Aleutian chain.

Situated far from the rest of the nation, and isolated from the main centers of population in Alaska itself, Adak is the location of a naval station and communications station. It is also the home of some 4500 Navy men, Coast Guardsmen, Marines, civilian employees and their families. Calling itself the Westernmost Bicentennial Community on the continent, little Adak is well on the way to completion of a growing list of projects, 28 in all, that demonstrate the frontier spirit which has been the hallmark of the nation for 200 years.

In a part of the world noted for its treeless expanse, the people of this rugged, windswept land asked themselves a question: "Why can't we plant trees as a reminder of the Bicentennial spirit?"

From this idea was born Adak's first and most ambitious Bicentennial effort: the creation of forests. With



the aid of Dr. Cliff Amundsen and Mr. John Trapp of the Alaskan Fish and Wildlife Service, eight afforestation sites were chosen, including two landfills and one nursery. Letters went out to the governors of many of the "lower forty-eight" for tree contributions representing their states.

As the fall planting ended in mid-December, 3179 trees, shipped from as far away as Maryland and Virginia, through the midwest, Michigan, Missouri, the Dakotas, Utah and Colorado dotted this island. Among the species were Black and White Spruce, Larch, Paper Birch, Alder, Cottonwood, Scotch Pine, Siberian Larch, White Pine, Blue Spruce and Sitka Spruce.

From the mainland of Alaska alone, 1500 trees were "imported." This spring promises the arrival of some 3000 more trees, with shipments of another 600 en route which will be "heeled-in" until proper planting conditions begin.

Afforestation is only one event planned in the Adak

With its Bicentennial efforts first recognized by the State of Alaska, the Adak activity has received additional recognition by the United States Navy as a Bicentennial Command, and is being queried by other communities for ideas to get their respective observances moving. In three months of activity, Adak sold over three thousand dollars worth of seals, flags, pendants, cups, pins, flags and banners. Through its cake sales, plant sales and a Western Jamboree, it accrued more than sixty thousand dollars in assets toward Bicentennial projects.

Volunteer labor and time have flowed from this enthusiastic community; on every lapel, uniform and desk, as well as in homes and barracks, is some representation of the nation's Bicentennial year, which will be heralded with a 4th of July Community Fair, already in the planning stages.

January marked the minting of Adak's own Bicentennial Seal, coins which represent a "seal contest"



community. A Bicentennial museum and park, representing all of the nation's states and Alaskan history, is being erected this spring. Marked trails, picnic grounds, an auxiliary boat basin for boating enthusiasts, and a park with barbecue facilities, picnic grounds and memorial sites are among the growing list of projects.

Also on the Adak agenda are beauty contests, Bicentennial school scholarships, the minting of "wooden nickels," and collections of clothes and toys for Alaskan Indians.

Among the many projects, one calls for the painting of the "dempster dumpsters." The various projects were thought up, pursued and completed, with a continual growth emphasizing the theme of "heritage."

Left: OTSA Robln L. Vault plants the first of some 3000 trees which were shipped to Alaska from mainland U. S. A. Above: High school students commence work in one of the afforestation sites.

won by one of Adak's own sailors. His design has been minted in gold, silver and bronze. The gold coins are almost all sold, and the silver coins well on the way toward sell out.

Today, as the American flag proudly flies on this formerly barren land, it has as its escort countless replicas of the Bicentennial, Betsy Ross, and Bennington flags sharing Adack's mainmasts."

—LCDR Gerald Jacobson
Chairman, Adak Bicentennial Commission.

SHIP REUNIONS

IT'S GET-TOGETHER TIME

Regularly throughout the year, ALL HANDS publishes announcements of reunions of ships and units. In this, our nation's Bicentennial year, there seem to be more reunions than usual, as demonstrated by the large selection on these pages. To give an idea of the variety of ships involved we have included photos of the ships as they looked in their active duty years.

The reunions themselves are exciting affairs, involving not only crewmembers but also their families, and it is a time for reacquaintance and remembrance of old times. Last year, for example, the crew of USS PC 565 held its reunion at the Biltmore Hotel in New York City. PC 565's claim to fame was that she had sunk a German submarine during World War II. When the 53 crewmembers of the "565" met in New York they were joined by a guest who had come all the way from Germany to be with them. This was the commanding officer of the German submarine, whom the crew of PC 565 had rescued as a survivor of the sinking.

The fact that he was invited and had come such a distance is an example of the ties that bind the men of the sea.

Another reunion a few years earlier brought together a group of Navy WAVES who, 30 years earlier, had been stationed at NTC Great Lakes. They had kept together through "round robin" letters, culminating in a joyful get-together three decades later at Waukegan, Ill. Still another occasion, some years back, highlighted the 50th reunion of the survivors of USS Memphis and USS Castine. These were the shipmates of the men who had been lost when a huge tidal wave sank Memphis and nearly inundated Castine in the Caribbean. The sailors of the two ships and their families have continued to be reunited over the years, and the 50th anniversary reunion drew congratulatory messages from the Chief of Naval Operations and the Secretary of the Navy.

So here are the announcements of the latest reunions:



USS Wasp

● USS Wasp (CV 7) Stinger Club—16-18 Jul 1976 at Orlando, Fla., for crew, squadrons and Marines who served in her from commissioning date until she was sunk in 1942.

Club also trying to locate shipmates who served in her and widows and dependents of shipmates who did not survive her sinking.

Contact George M. Millican, 3337 Delia Ln., N. W., Huntsville, Ala. 35810. Phone 205-859-1518.

● USS Wasp (CV 18)—Late June 1976 at Kansas City, Mo. Contact Larry F. Martin, 5030 N. Park Ave., Kansas City, Mo. 64118.

● USS Los Angeles (CA 135)—Proposed reunion. Anyone interested in having a reunion in August or September 1976 contact Jim Morrow, 1112 Avenida Caballeros, Palm Springs, Calif. 92262.

• *USS Razorback* (SS 394)—4-8 Aug 1976 at Denver, Colo., in conjunction with the U. S. Submarine Veterans of World War II annual convention. Contact Walter S. Borny, 46 Reservoir Rd., Rockaway, N. J. 07866. Phone 201-627-6899.

• *Third Construction Battalion*—29-31 Jul 1976 at Kansas City, Mo. Contact Horace E. Johnson, 4509 Oakmont Blvd., Austin, Tex. 78731. Phone 512-452-4922.

• *USS Amycus* (ARL 2)—5th annual reunion, 3-4 Sep 1976 at San Francisco, Calif. Contact Ed Mattingly, 1949 Marta Dr., Pleasant Hill, Calif. 94523.

• *Navy Club, U. S. A.*—National convention, 16-19 Sep 1976 at Lafayette, Ind. Contact Bruce E. Backofen, 1016 Cherry Blossom Ln., Fort Wayne, Ind. 46825.

• *U. S. Naval Group China Vets, The Sino-American Cooperative Organization* (SACO)—22nd annual reunion and convention, 17-20 Jun 1976 at Cherry Hill, N. J. Contact Harold Bonin, 26 West 44th St., New York, N.Y. 10036 or CDR Joe A. Meyertholen, 206 W. Van Buren Ave., Glassboro, N.J. 08028.

• *Pacific Fleet Combat Camera Group*—Silver Anniversary reunion planned for June 1976 for all "old hands."

Pacific CCG is also looking for "private stocks of photography" dating from tours at the West Coast camera group, either PFCCG or when it was Mobile Photo Unit, Pacific. If there's enough input, the command plans to publish a photographic history of its 25 years.

Those with information to update name and address files, photographs and those interested in a reunion may contact: Commanding Officer, Pacific Fleet Combat Camera Group, NAS North Island, San Diego, Calif. 92135. Phone commercial 714-437-7944 or autovon 951-7944.



USS Razorback

GET-TOGETHER TIME



USS Ticonderoga

- USS *Ticonderoga* (CV CVA CVS 14)—14-16 May 1976 at Ticonderoga, N. Y. Contact Walter Kruczynski, 917 Pennsylvania Ave., Schenectady, N. Y. 12303.

- USS *Fletcher* (DD 445)—July 1976. Contact Warren W. Broome, 5415 Masser Ln., Fairfax, Va. 22030.



USS Fletcher

- *Battle of the Coral Sea Association*—Seventh annual reunion. 7-9 May 1976 at Disney World, Fla. For information write Box 1172, Rockville, Md. 20850.

- USS *Coral Sea* (CVA 43)—30th annual reunion of commissioning crew, 1 Oct 1977. Contact William J. Flynn, 1511 Eton Way, Crofton, Md. 21114.

USS Coral Sea





USS Benner

- USS Benner (DD 807)—9-11 Jul 1976. Contact Charles H. Albert, 1222 Eighth St., North Catasauqua, Pa. 18032.

- USS Valley Forge (CV 45, LPH 8)—5th annual reunion, 28-31 Jul 1976 at Las Vegas, Nev. Contact John B. Trahan, 2301 Melrose St., National City, Calif. 92050.

- American Battleship Association—13th annual reunion, 4-11 Dec 1976 at Waikiki Beach, Honolulu, Hawaii. Contact David C. Graham, P. O. Box 11247, San Diego, Calif. 92111.

- USS Chaffinch (AM 81)—10-11 Jul 1976 at Boston, Mass. Contact Tom Gaffney, 40 Debbie Ave., Manchester, N. H. 03102.



USS Valley Forge

GET-TOGETHER TIME



USS Topeka

- USS *Topeka* (CL 67)—4th annual reunion, 13-15 Aug 1976 at Topeka, Kans. Contact James W. Wilson, 618 Abbott St., Muncie, Ind. 47303.

- 26th Naval Construction Battalion Association—23-26 Sep 1976 at Duluth, Minn. Contact Harry Friedrich, 3671 Mockingbird Ln., Dayton, Ohio 45430.

- LCS(L)-8—Possible reunion. Those who served in her during World War II are asked to contact W. E. Reid, 808 Marion Ave., Mattoon, Ill. 61938.

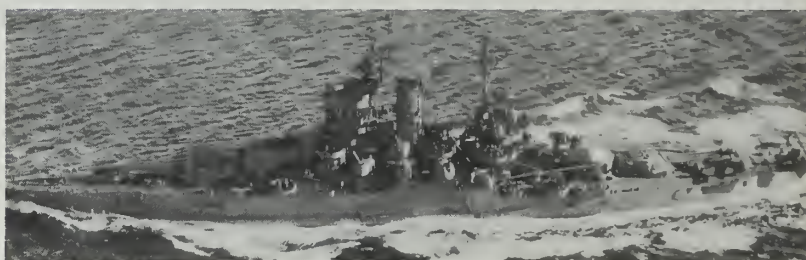
- USS *Northampton* (CA 26) 1930-1942—Ninth annual reunion, 23-25 Sep 1976 at Long Beach, Calif. Contact R. Rene, 5284 Appian Way, Long Beach, Calif. 90803. Phone 213-433-6608.

- USS *The Sullivans* (DD 537)—Seventh reunion, 13-15 Aug 1976 in Chicago. Contact Robert R. Sander, 325 Thatcher Ave., River Forest, Ill. 60305. Phone 312-369-7466.

- 35th Naval Construction Battalion—31st annual reunion, 3-5 Sep 1976 at Philadelphia. Contact Phil Silver, 924 Stratford Court, Westbury, N. Y. 11590. Phone 334-3424.

- River Patrol Force (TF 116)—Ninth annual reunion of Gamewardens of Vietnam Assoc., Inc. 14 Aug 1976 at NavPhiBase, Little Creek. Contact YNCS John C. Williams, USN, P.O. Box 5523, Virginia Beach, Va. 23455.

- USS *Whitney* (AD 4)—Those interested in a reunion contact Eric A. Olson, 1636 Highland Ave., Waterbury, Conn. 06708.



USS Idaho

- USS *Idaho* (BB 42)—4-11 Dec 1976 at Waikiki Beach, Honolulu, Hawaii, for those who served in her between 1919-1947. Contact USS Idaho Assn., P. O. Box 11247, San Diego, Calif. 92111.

- USS *Norton Sound* (AVM 1)—5th annual reunion, 30 Jul-1 Aug 1976 at Port Hueneme, Calif., where she is homeported. Contact USS Norton Sound Assn., P. O. Box 487, Port Hueneme, Calif. 93041.



USS Norton Sound



USS Chandeleur



USS Raymond

USS Diphda



- *USS Chandeleur* (AV 10)—6-8 Aug 1976 at Norfolk, Va. Contact Mrs. Kenneth E. Boyd, Rt. 4, Box 145, Culpeper, Va. 22701.

- *USS Diphda* (AKA 59) 1945-1946—Second reunion, 11-15 Jul 1976 at Las Vegas, Nev. Contact Tom Coogan 12185 Ford Ln., Southgate, Mich. 48195.

- *USS Raymond* (DE 341)—Second reunion August 1976 at Burlington, N. C. Contact Bob Haman, 57 Connetquot Rd., Bayport, N. Y. 11705.

- *VF-42*—6-7 May 1976 at Disney World, Fla. For information write Box 1172, Rockville, Md. 20850.

- *USS Bogue* (CVE 9)—June 1976 reunion. Contact Julian R. Allen, 336 Balboa St., Hollywood Beach, Fla. 33019.

- *USS Callaway* (APA 35)—10th reunion. 9-12 Jun 1976 Daytona Beach. Contact Wallace Shipp, 5319 Manning Pl. N. W., Washington, D.C. 20016.

- *USS Phelps* (DD 360)—Fourth reunion. 2-4 Jul 1976 at St. Louis. Contact Stan Parker, 571 W. Wheelock Pkwy., St. Paul, Minn. 55117.

- *USS Nashville* (CL 43)—10-17 July 1976 at Branson, Mo. Contact Edward Remler, 5114 W 69th, Prairie Village, Kan. 66208.

- *U. S. Naval Japanese School*—25 Apr 1976 at Navy Memorial Museum, Washington Navy Yard, Washington, D. C. For all Boulderites, Harvardites, Berkleyites, ATIS, JICPAO, Washington, U. S. Navy and Marine Corps, officers, WAVES, Sensei, their wives, husbands and friends. Contact William J. Hudson, Jr., Suite 211, 101 Bradley Pl., Palm Beach, Fla. 33480. The Boulder Reunion Committee would also like to know the address of Chief Hedge, COL Laughlin M. Sinclair, LCDR G. K. Conover, WAVES and Sensei.

TWO YEARS IN A ROW FOR NAS CHASE FIELD

THE BRONZE HAMMER

Self Help works at NAS Chase Field, Tex. The station's Public Works Department has again been recognized as one of the Navy's top Self-Help organizations. In recognition of the contributions for improving Navy life at Chase Field the Self-Help team was cited in FY74 and again in FY75 by being awarded the Bronze Hammer. (See page 35.)

The Bronze Hammer Award was established four years ago to recognize the outstanding performance of Naval activities in upgrading and enhancing their habitability and recreational facilities.

In his message to the Self-Help workers at Chase Field, Chief of Naval Operations Admiral J. L. Holloway III, said, "All nominees for the Bronze Hammer Award had achieved outstanding results making the selection of winners extremely competitive."

There are five Bronze Hammers awarded annually to shore activities based on the enlisted strength of the command and the tenants and availability of a construction battalion unit within the area.

Chief Construction Electrician Eugene A. Meyer, a supervisor with Chase Field's Self Help program, said factors leading to the department's outstanding record over the past

few years can be attributed to the commanding officer's support and the confidence received from base tenants.

Chase Field's Self Help team is a 45-man division, half of which are Seabees and the remainder being self helpers on loan from squadrons and station departments. Long-range planning and procurement of project funds at the command level has prevented some of the inherent problems of the program from stopping or slowing the projects at Chase Field.

Results of the program are numerous, and easily noted by Chase Field personnel. Projects include the renovated EM club, completion of the Gun Club and skeet range, a new trailer park and construction of new handball courts.

Can Chase Field win the Bronze Hammer again in FY76? With scores of projects already completed and others underway, it seems possible—almost probable—that the large trophy will remain anchored at NAS Chase indefinitely.

NAS Chase Field has won the Bronze Hammer Award two years in a row. Its self-help team is working hard to become a triple winner.



on the serious side

CTA1 Donald L. Winans



WINANS

"My wife says she doesn't like the cut of my jib."

IC3 Peter R. Bellak



"Keep rowing. It says here they're vegetarians."

DM2 Daryl Talbot



"Sir, I don't think this is what they had in mind when they said to stay low and zigzag!"

FTCM Robert Clinko



"I'm saved!"

MR1 David W. Richie



"From the look of things, I'd say your paperwork is spending too much time in port."

TAFFRAIL TALK

Sometimes a bit of magic can do the trick. Take the case of the 16 Naval Reservists from Columbus, Ohio. With \$293 they turned almost five tons of junk into a useable \$60,000 piece of aviation support equipment—specifically, a fully operational, brightly painted (yellow) de-icing truck.

A de-icing truck is not what you probably think it is. It is used in severely cold weather to spray de-icing compounds onto aircraft wings and fuselages to keep ice from forming.

The restored truck is now at the Detroit Naval Air Facility, compliments of the Reservists of Columbus Naval Air Station, Unit 1815. The Reservists replaced all hoses, gauges, and wiring on their salvaged product. They overhauled the engine, generator and hydraulic and hoist systems before topping off their four-cruise, eight-week project with a coat of paint and an official USN serial number.

During Detroit's frigid seasons, the de-icer is used on the station's C-118 transport aircraft and is expected to be used on antisubmarine patrol P-3 aircraft slated for Detroit assignment.

Equipped with a hoist that extends nearly 50 feet, the truck can be used in warm weather months to provide access to hard-to-reach areas in the hangar.

There are a few more tricks up the sleeves of the enterprising Reservists. They're restoring a "Juno" jet engine for a German aircraft of World War II vintage, one of the few of its type remaining in the world. They also are working on an early and equally rare target aircraft drone. Both projects are expected to be exhibits at the Air Force Museum in Dayton, Ohio.

★ ★ ★

The assignment was to give a lecture on any subject to classmates. The result—a colonial soldier steps out of the past to present an explanation of muskets and cartridges of his time.

According to JO3 Dave Hoch, this all happened recently at the Instructor Training School at the Naval Education Training Center in Newport. Students at the school give lectures as part of the regular curriculum, a practical way to polish delivery techniques and public speaking skills.

Radioman 1st Class William Sylvia spoke on a subject of great interest to him—and dressed the part. In full colonial militiaman garb, Sylvia adjusted his "tricorn" hat and began his lecture.

As the executive officer of the 4th Battalion Company and His Majesty's 64th Regiment in his hometown of Fairhaven, Mass., the radioman knew his subject well. His group operates out of Fort Phoenix, which they helped to restore. The company includes 40 riflemen and artillerymen, a 15-member fife and drum unit, and 30 "British" soldiers. Every Sunday between 14 May and Labor Day, they stage pageants, mock battles and other events. Their schedule also included two major "battles" every year, plus a part in the reenactment of the Battle of Rhode Island at Tiverton and the evacuation of Boston.

After graduation from the course, Sylvia will stay at Newport and be an instructor at Communication School. A long way from Valley Forge, perhaps, but George Washington would have been proud.

The All Hands Staff

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At right: No, not a man from Mars—this is a member of the photographic team of the Fleet Audio-Visual Center, Atlantic, on an underwater assignment. Photo by PH2 Don W. Weldon.





in this issue: ON THE
BICENTENNIAL
FRONT

ALL HANDS



in this issue:

WOMEN at ORLANDO

MAY 1976

A Meaningful Tribute...



ALL HANDS

MAGAZINE OF THE U. S. NAVY — 53rd YEAR OF PUBLICATION

MAY 1976

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MEMORIAL DAY: On 31 May the nation takes time to honor the war dead. At left, a funeral recently held at Arlington National Cemetery graphically illustrates the true significance of that day.

Front cover: Enlistees must qualify in various physical fitness exercises as an integral part of NTC Orlando's nine-week training program. For details see the articles beginning on the following page. (Photo by LTJG Lynn Howell, USNR)

BACK COVER: A three-inch bronze, high-relief medal commemorating the Navy's bicentennial depicts the sailing sloop "Alfred" and an American eagle on the obverse and modern nuclear vessels at sea on the reverse. The medal, designed by Hal Reed, was struck by the U.S. Mint. (See Navy News Briefs.)



Photo by: PH2 Terry C. Mitchell



Orlando Recruit Training:it's COED

—Story by JO2 Davida Matthews
—Photos by LTJG L. Howell, USNR

In 1974, a long-overlooked aspect of segregation in the Navy ended forever. In that year, boot camps for men and women were consolidated, ending 32 years of separate recruit training. Boot camp for women hasn't been the same since, as a recent ALL HANDS visit to the U. S. Naval Training Center, Orlando, revealed.

The consolidation at Orlando—and at the other recruit training facilities in Great Lakes and San Diego—involved more than mere geographic co-location. Today, training for men and women is basically the same, with few exceptions.

The reasons for this standardization involve the changing role of women in the Navy. Even though women are currently prohibited by law from serving aboard naval vessels other than transports and hospital ships, they share many operational roles with men. As Captain William G. Fisher, Jr., commanding officer of RTC Orlando explained, "We have to face the fact that times are changing. Many women are now being stationed aboard small craft, such as harbor tugs. We want these women prepared for anything the Navy throws at them. . . ."

A maximum of 10,000 recruits of both sexes can be trained simultaneously at Orlando but, except during peak periods, the number is between 3000 and 6000. The recruits are formed into companies of about 76 members each and housed within a battalion. Currently 950 women recruits, 28 per cent of the recruit population, undergo training at one time. They are assigned to battalions in the 2nd Regiment, which also includes one-third of the male recruits.

Lieutenant M. W. McClellan, who commands the 2nd Regiment, says problems resulting from the consolidation have been minor. "As the training became comparable to the men's training, we had even less problems," LT McClellan said. "Our standard female problem is motivation—some individuals feel they can't complete the training. These girls, most of them fresh out of high school, have never faced this kind of challenge before. They don't realize their own potential. The training may be a bit overwhelming, but we tell them to take it a day at a time."

The first few weeks are the hardest for both men and women. Their first morning as recruits begins at 0430, when they are informed that they have 20 minutes

to dress, make up their bunks, straighten up their area and get to the chow hall for breakfast. After eating, physical training tests and swimming qualifications take up the rest of the morning.

These early tests determine the level of conditioning and swimming aptitude of each recruit—man or woman—at the start of training. They are not overly rigorous, and most women achieve minimum qualification levels. Those who do not soon find themselves "helped along" by daily 0730 exercises on the drill field, a pursuit which all recruits share.

One swim instructor at RTC, Orlando theorized that the coeducational aspect of the initial physical fitness and swim tests may actually improve performance. "A competitive spirit makes our job a whole lot easier," he said. "The guys don't want a woman to show them up and the women want to prove they can do as well as the men."

The rest of the first week is a blur to the recruits—one day it's uniform issue, another day it's dental and medical exams. More time is spent with company commanders learning the basics, such as wearing of uniforms or shining shoes. They also receive their first of many inoculations.

The young woman recruit learns early that the most important person in her life during boot camp is the Company Commander (CC). CCs are 2nd class petty officers and above and highly motivated individuals. During the nine weeks of training, CCs' schedules are just as crammed as the recruits'. If a company musters at 0530, there must be someone there to take muster. At night, the CC is still aboard, doing paperwork, or counseling and instructing recruits. As one CC explained "It's the hardest job I've ever had, yet it's the most rewarding."

Another big help to the fledgling recruit is the Assistant Company Commander who is in reality a recent women graduate of boot camp. The ACC is a volunteer who showed initiative and leadership during her own training. Upon acceptance as an ACC, she remains at Orlando for six months before assignment to her first permanent duty station. ACCs assist during the first few weeks, helping the new recruits to adjust to their new way of life, and easing the burden of the Company Commander.

The female recruits have their first personnel inspection during the second week. This "PI" is conducted by company commanders, who inspect each other's companies. Since this inspection is in preparation for

Left: A seamstress checks over an enlisted woman's dress uniform during a fitting session.

future inspections by personnel of the Military Evaluation Department, the CCs let no detail escape unnoticed. With two CCs inspecting a company, the pace is faster than a normal inspection.

"We try to give the women an idea of what they will be facing when they are inspected in the forces. This way, we can give them help and advice," explained another CC.

By the fourth week, inspections are daily affairs. Drill classes have also become regular routine.

By their third week, the women get their first crack at the obstacle course. The obstacle course is the first real physical challenge to the women. As the course instructor observes, "They go after it with more enthusiasm than the men. After being cooped up in a classroom all day, the course lets them vent their energies."

Five minutes is considered a good time for the "O" course, a quarter-mile of grueling obstacles including rope climbs, balance beams, steep, slippery angles to clamber up, tires to run through, tunnels and various other tests. Cheering each other on, the girls attack the obstacles with seemingly happy abandon.

"Here, you can scream your head off, work out all your frustrations, and nobody thinks you're crazy. I always feel better after going through here. It releases a lot of tension," one recruit commented.

Recruit training is not all obstacle course and inspections—for men or women. Much training occurs in the classroom, and all recruits at Orlando receive classroom instructions in the most up-to-date facilities. Classes are held in a three-story structure equipped with closed-circuit television in the 57 classrooms. The building has its own broadcasting studio. Classes are coeducational whenever feasible.

During the fifth week, the women receive just as much training in water safety and survival as the men, right down to the abandon ship drill.

Ship's Work Week gives the recruits a small preview of what Navy life is really like—they are assigned jobs throughout the command in offices, the mess halls or the dispensary. Classroom work is interrupted, giving them a break in their academic studies. At the end of the week, each company has an afternoon of recreation. That afternoon is spent in the sun, relieving some of the tensions accumulated during the first six weeks.

Mary Astor of Des Moines, Iowa, was one of the women relaxing after Ship's Work Week. "You finally come to the realization that it's more than half over. That's enough to improve anyone's morale."

But the next week brings new and bigger challenges. Care and firing of the .45-caliber service pistol is one of the highlights. After three classroom sessions on characteristics of the weapon, safety and familiarization, the recruits fire both the .45 and M14 rifle. As division chief of the armory, Senior Chief Aviation Support Equipment Technician (ASCS) Charles Strickland explained, "The women take it right in stride. They seem to have more respect for the weapon and, as a result, they are more careful and pay more attention."

It is during this same week that the female recruits go through damage control and firefighting. The firefighting training facilities at Orlando are among the most modern in the Navy. Training is conducted without any visible smoke being emitted—afterburners are used to burn off carbon. In this training, recruits are taught fire prevention, how to extinguish different kinds of fires, and how to handle hoses.

The women also have the opportunity to experience the effect of tear gas firsthand. During instruction in nuclear-biological-chemical warfare, recruits learn the use of the Mark 5 gas masks, and take part in a very realistic demonstration of how they work.

Excitement builds as graduation nears. In the eighth week, company photos are taken, transportation home is arranged (recruits with "A" School guarantees or on-the-job training in nondesignated SN or FN ratings normally are allowed two weeks' leave after boot camp), and dress uniforms are tailored. The women also receive instruction regarding their first liberty, which is offered as an incentive, and is not automatic.

"Shore orientation" fills the last week of training for the female recruits and is similar to Fleet Orientation for male recruits. Since boot camp is unlike anything else in the Navy, these orientation sessions make for a smoother transition from recruit training to first duty station.

Spirits run high at this time. The realization that graduation is only a matter of days away improves everyone's morale. But these days are not without sadness. As one recruit put it, "When you are with someone for nine weeks, study with them, march with them and share a common goal, well, I feel closer to my friends here than I have with anyone in my life." Strong friendships are formed during boot camp—to survive for years to come.

Finally, the morning of the Brigade Review arrives. Approximately 93 per cent of the women who arrived here nine weeks ago march in review. The other seven per cent didn't complete training for various reasons,

including medical or emotional problems. "Proportionately," said LT McClellan, "10 per cent of the men don't make it through boot camp either. The women seem able to adjust better and faster."

Feelings on the part of the recruits on the training they had received are varied: "You couldn't get me to do it again for a million dollars . . ." "Sure, it was hard, but I've never had such a feeling of accomplish-

ment before." Many agreed with this view.

One opinion was unanimous—boot camp was something they'll "never forget."

Hopefully, they won't—the training and regimen will stand them in good stead in whatever life they choose. As the graduating recruits stand their last review, one can't help but reflect on their future. The transition from civilian to military life is complete, and one hurdle has been cleared. These women have faced a challenge and met it. Other challenges lie ahead.

Below: Woman recruits show what double time is all about.



NTC ORLANDO



Almost 10 years ago, Orlando, Fla. was selected as the site for the Navy's third "boot camp." In 1965, Congress had appropriated an initial \$14.9 million for a facility to accommodate increased enlistments and to relieve overcrowded conditions at the recruit training centers at San Diego and Great Lakes.

Seven locations in five eastern states were considered before Orlando, "the city beautiful," was chosen in December 1966.

Orlando was selected for many reasons—availability of existing facilities, favorable climate and the city's enthusiastic response. The city dates back to the early 1840s when it was a trading post called Jernigan. The name was changed in the 1850s to honor Orlando Reeves, an early settler who lost his life in a skirmish with Indians.

In 1875, Orlando's population numbered 75 people—

Left: A recruit serves as a flag bearer during Brigade Review. Below: Several companies stand in formation alongside USS Bluejacket, the Center's mock-up training ship.

today, 100 years later, the city ranks as one of the fastest growing metropolitan areas in the U. S.

Nineteen months after its selection, Naval Training Command Orlando was commissioned. What had been an air base, first under the Army and later under the Air Force, was now on its way to becoming a major Navy training installation.

Like its counterparts at San Diego and Great Lakes, NTC Orlando encompasses a broad array of training facilities in addition to recruit training. Its complex of schools provides training for Navy personnel—officer and enlisted—at the recruit, primary, advanced and specialized levels. In all, 22 separate commands are now located at the training center.

At present, there are about 2000 military personnel of all branches of the armed forces attached to NTC Orlando. In addition, the number of recruits undergoing training varies from a low of 4500 to a maximum of 9500. Another 1200 students are attending various Navy schools. When the move of the Nuclear Power Schools of Bainbridge, Md., and Vallejo, Calif., to Orlando is



completed, the population will be increased by 280 staff members and a student body of 2500. The base also employs more than 2400 civilians.

As one of the newest commands in the Navy, NTC Orlando is geared toward modern, efficient training. The Recruit Training Command, largest command aboard the center, has all the appearances of a college campus. The training building reflects the latest in educational facilities—a television studio and classrooms equipped with closed-circuit television supplement classroom instruction.

Perhaps the most noticeable characteristic of the Recruit Training Command is its newness. Connected by 20-foot-wide concrete walks, the buildings reflect an architectural coordination which is rare at older installations. Another unusual feature is that no utility lines mar the view—all lines are underground. The Recruit Chapel dominates the complex—the pyramidal building won an architectural award in 1971 from the American Institute of Architects.

Because of the influx of new schools at NTC, a large construction program continues. Fourteen new three-

story bachelor enlisted quarters are now complete, and nine more are under construction. Also, a \$6.5-million, 300-unit housing project has been completed this past summer to supplement the existing 668 homes the Navy assumed from the Air Force. The housing and support area of McCoy Air Force Base, located 10 miles south of the center, was annexed to NTC on 1 Jul 1974 when the air base was deactivated.

Other activities at the Naval Training Center include the Naval Training Equipment Center, Service School Command, Naval Regional Medical Center, and the Enlisted Navy Recruiter Orientation Detachment.

Spread over 1200 acres dotted with lakes, NTC continues to grow under a master plan that will make it one of the Navy's most attractive facilities. Currently a mixture of the modern and traditional military base, the NTC complex seems destined to be the "showcase of the Navy."

Right: Graduation ceremonies at NTC Orlando are observed by visiting friends and relatives.

COMPANY COMMANDER'S SCHOOL

Company commanders are the key to successful transition of recruits from civilian to military life. In order to perform this duty effectively, company commanders first attend Instructor School in Norfolk, then Company Commander's Schools, at recruit training commands in San Diego, Great Lakes and Orlando.

Company Commander's School trains qualified enlisted individuals to undertake the basic military training of a company of naval recruits—high-sounding words for a lot of hard work. Instructors are themselves company commanders alternating from their regular assignment of training recruits.

Navy personnel, females E-5 and above, and males E-6 and above, with performance marks above 3.4 for the last three years are eligible for duty as company commanders. Candidates must be physically qualified according to standard Navy physical requirements and have desirable leadership characteristics, maturity and emotional stability.

The six-week course is broken down into five phases of training. The first is a basic indoctrination. Here, topics such as conduct, receiving and forming a company, and forms, records and reports are covered.

Phase two places emphasis on the importance to the recruits of the proper wearing of the uniform, and

barracks inspection standards and cleanliness criteria, as well as personal hygiene. This phase also includes the fundamentals of teaching the recruits how to maintain the uniform by proper laundering procedures and how and where to stow their uniforms properly.

Military drill forms the basis of the third phase of training. Company commanders must know basic drill procedures and formation. Skill in this area is obtained by drilling a company and observing other company commanders at work.

Human behavior and human goals have become an important part of recruit training. The student CC receives an overview of the Navy's Equal Opportunity Program, observes the recruits in Human Goals classes and participates in a Communications Workshop. This phase of Company Commander's School aids the prospective CC in developing an understanding of the recruits' feelings and attitudes as well as improving the company commanders' ability to handle situations.

Completing the training is "shadow time." Student CCs shadow or observe a company commander working with a company. This phase of training can last from one to three weeks, depending on how long a student feels he or she needs to observe. After assignment to a company, the new company commanders attend the same classes their charges do—in essence, they go through boot camp again. By doing this, a CC can relate to the recruits' experiences and reactions.

Proof of the success of the school is in the final "product"—high quality Navy men and women. As company commanders continue to train recruits with the same high degree of professionalism, the Navy is assured a consistent supply of young, eager people to fill its needs.

Right: AZ1 Patricia Cox teaches Company Commander trainees how to instruct recruits in folding clothes. Students are (l-r) BM1 J. D. Hughes, ABCS R. E. McGuire and BM1 H. C. Elam. (Photo by LTJG Lynn Howell)



Take Two Minesweepers, Add a Little Rain and...

—Story by JO1 Paul Long

Despite the rain, a navy was born.

Rain is considered to be a good omen in Fiji, so people's spirits weren't dampened when it rained during the recent ceremony marking the birth of the Royal Fijian Navy. HMFS *Kiro* and HMFS *Kula* became the first ships in the Fijian Navy in a ceremony held at Suva which was punctuated by native dances and the smashing of bottles of kava on the bows of the two ships.

On hand for the event was the salvage ship USS *Bolster* (ARS 38) which had accompanied *Kiro* and *Kula* from Long Beach, Calif., to Suva via Pearl Harbor.

Kiro and *Kula* are the former U. S. coastal minesweepers, *Warbler* (MSC 206) and *Vireo* (MSC 205). The Fiji government acquired them last year and re-named them after two of their native birds. Fijian crewmen sailed the ships from Seattle, Wash. to Long Beach, Calif., where they received seamanship training.

Then it was on to Pearl Harbor for three weeks of search and rescue training. At Pearl, *Bolster* served as



host for the crewmembers of the youthful Navy.

While in Hawaii, the Fijian sailors toured the island of Oahu, including the Punchbowl National Cemetery.

Lieutenant Commander Kenneth Malkus, commanding officer of *Bolster*, said, "The Fiji crews were very professional. En route from Pearl to Suva we did formation steaming, gunnery practice and refueling.

"There are 70 billets in the Fijian Navy, and 5000 volunteers applied. The Fijians were very selective and it showed in their shiphandling."

When the ships arrived at Suva they were greeted by wall-to-wall people. That evening a dance was held for *Bolster's* crew. The officers attended a formal mess dinner at Queen Elizabeth Barracks and the Sergeants' Mess held several affairs for *Bolster's* chiefs and petty officers.

The ship commissionings took place the following morning, preceded by a traditional kava ceremony. Gifts were presented the prime minister including a sperm whale's tooth (tabua), considered the greatest

gift that can be bestowed on an individual in Fiji.

Following the ceremony Lieutenant R. G. Bruce, *Bolster's* exec, was invited to a village where a kava ceremony and dinner welcomed *Kula's* executive officer back after a long and successful voyage.

After dinner a lali was struck to signal a family gathering during which the men chanted and the women danced.

Bolster held open house during the visit and a total of 1500 people toured the ship. Early the next morning *Bolster* got underway; once clear of the harbor, *Kiro* and *Kula* came alongside and their crews cheered the Americans. "That was a very moving experience," said LCDR Malkus.

Again, it began to rain.

Below: Fijian Army band performs before a large audience during commissioning ceremonies marking the birth of the Royal Fijian Navy.



Meanwhile, Over in Tonga

When Captain James Cook visited Tonga two centuries ago he named the South Pacific island group the Friendly Islands. The crew of USS *Horne* (CG 30) visited Tonga during its Constitutional anniversary celebration and fully endorsed that meaningful title.

Horne provided official United States government representation during the Tonga celebration. In 1900, by a treaty of friendship with Great Britain, Tonga became a self-governing state under the protection of

Great Britain, ruled by a hereditary king. On 4 Jun 1970, Tonga became completely independent and a member of the Commonwealth.

Comprised of about 150 atolls astride the International Dateline, and the same latitude as Tahiti, Tonga is often called the "Crown Jewel of the South Pacific." It is the first country in the world to greet each new day.

Shortly after *Horne* arrived, thousands of schoolchil-



dren and numerous bands in colorful native dress paraded down palm-lined streets festooned with commemorative arches depicting the history of the tiny island kingdom, which has about 90,000 citizens. In the evening the people lighted torches along the entire beach of the main island and the smaller atolls surrounding the harbor.

Aside from the normal sightseeing and souvenir-buying connected with any port visit, the U. S. Navy men were feted at a gargantuan feast. More than 5000 people lounged on the beach near the royal residence. Suckling pig, taro root, shrimp, lobster, sea bass, bananas and watermelon abounded. Almost every American had a "host" to help him through the local fare which was carried to the beach in 12-foot-long picnic baskets. In addition, a basket was sent to the ship for the men who remained on watch.

About three hours of traditional dancing and song followed. Large groups of colorfully dressed Tongans performed music not unlike that common to Hawaii. As the women swayed gracefully to the gentle melodies, the men carried out elaborate and vigorous counterpoints of harmony and dance rhythms. The costumes, made up of leaves and flowers, were subjects for visiting photographers.

In addition to the United States representation, New Zealand sent the frigate HMNZS *Taranaki*. Diplomatic representatives from most of the nations surrounding the Pacific and many from Europe were present. The United States was represented by its ambassador to New Zealand, Armistead I. Selden, Jr., who is also a captain in the Naval Reserve.

Official duties prevented the Tongan king from making a visit to *Horne*, but Crown Prince Topouto did come aboard and was impressed with the modern guided missile cruiser. Captain Lawrence Layman, USN, the commanding officer, presented the prince with photographs of the ship and a brass plaque commemorating his visit.

The diplomatic corps and Tongan officials enjoyed a formal reception aboard *Horne*, followed by an afternoon party on HMNZS *Taranaki*.

On the second evening, a gala Constitution Ball was held at the International Dateline Hotel, with the grand march reviewed by King *Toupu IV*. Rear Admiral Gerald E. Thomas, USN, Commander of Pacific Fleet's Cruiser-Destroyer Group Five, embarked in *Horne*, was present at the event as were many of *Horne's* officers. The march was followed by evening festivities.

The measure of the Tongans' friendliness was best shown in the marketplace where prices were substantially lowered for the benefit of the visiting sailors. Large wooden Tikis (native totems), tapa cloth of vegetable fibers, and basketry were the main selling attractions despite the fact that most businesses were closed for the holiday. The sailors also formed close associations with their New Zealand counterparts and with the

American Peace Corps people assigned in Tonga. All of the private clubs opened their doors to the Americans, who have been held in high regard since U. S. troops trained there during World War II.

It was with a good deal of regret on the part of her crew that the ship departed the quaint and beautiful island paradise after a two-day stay. While the crew lined the rail, a 21-gun salute was fired as *Horne* passed the royal palace.

Horne made the trip through the South Pacific following completion of a six-month deployment with the Seventh Fleet. The ship also visited Guam, American Samoa and Tahiti during her return transit to San Diego.



Left: Tonga's King *Toupu IV* greets guests at a gala Constitutional Ball held at the International Dateline Hotel. Right: USS *Horne* crewman shops for souvenirs during their ship's Tonga visit to take part in the tiny island nation's recent Constitutional anniversary celebration.

BICENTENNIAL SALUTES

France
Renders
Honors
14 Feb
1778



The guns sounded 22 times outside the breakwater at Brest, France, on 14 February—the 198th anniversary of the first salute given the Stars and Stripes by a foreign power. The frigate USS *Jesse L. Brown* (FF 1089) fired 13 guns to the French Navy and in return received nine guns from the French destroyer *Dupetit-Thouars*.

No reason to cry “foul.” The 1976 reenactment went off nearly as accurately as the 1778 salute, with the exception that the Revolutionary War event took place in Quiberon Bay, 60 miles south of Brest.

In the 1778 event, John Paul Jones, in command of the sloop of war *Ranger*, was itching for a chance to entice a salute from a foreign power which would symbolize recognition of United States sovereignty. *Ranger* was flying the recently adopted Stars and Stripes.

In Quiberon Bay, he dropped anchor on 14 February in the midst of a French naval squadron under Commodore La Motte Piquet. Jones offered to present a 13-gun salute if it were answered gun for gun. Uncertain of the political and diplomatic relationship between the two nations, the French commodore offered to reply with only nine guns. Jones, though not completely happy, agreed and the salutes were fired.

The 1976 commemoration was shifted to the city of Brest for logistic reasons. The city today is headquarters for French Forces Atlantic, and local citizens ashore could both see and hear the salute as it was

exchanged between *Jesse L. Brown* and *Dupetit-Thouars*, with the frigate USS *Valdez* (FF 1096) in the vicinity.

The American ships, en route to their home port after a six-month deployment with the U. S. Middle East Force, had arrived in Brest on 11 February. They departed for the States upon completion of the historic salute and the ceremonies that followed.

During the visit a wreath-laying ceremony was held at Brest’s monument honoring American Navymen of World War I. This was attended by representatives of various French veterans’ organizations. Ceremonies were also held aboard *Valdez* and at city hall. A dance for enlisted men of both ships was also held at the city hall and other social functions took place during the four-day stay.

Adding to the Bicentennial air, both ships were dressed at night in “bicentennial lights,” with lines of alternating red, white and blue light bulbs strung from the mainmasts. Mementos were created from the polished bases of 40mm saluting shells and a specially designed commemorative scroll was designed and presented by the visiting sailors along with Bicentennial flags.

The visit by the American ships and the exchange of salutes sparked further interest in France in the American Bicentennial and even led to the discovery of significant letters in French Naval Archives about John Paul Jones. The Brest Bicentennial Committee and



Left: *Ranger*,—oil painting by Edward Moran—exchanges salutes with a French squadron in 1778. Above; USS Jesse L. Brown (FF 1089) reenacts *Ranger's* salute.

Brest University used the event to spark interest in an upcoming four-day seminar to be held at the university on the subject of the American Revolution. Besides John Paul Jones, Brest also was used as a staging area by Admiral Francois De Grasse and General Comte De Rochambeau.

The high value which the French placed on the

Brown-Valdez visit was emphasized by French Navy Squadron Vice Admiral Le Franc who said, "The ceremonies which marked this call gave rise to a special emotion in both the Brest civilian and military milieus and this emotion was caused by their military simplicity, their friendly familiarity and their deep significance. They symbolized both the esteem and the friendship which brought our flags together over the seas for two centuries and our free and independent nations' ideals. I wish that this 14 Feb 1976 remain a memorable day both for the U. S. Navy and the French Navy."

St. Eustatius Reenacts Historic First

You probably have never heard of St. Eustatius—or Statia, as it's called by its inhabitants. It's a small island in the Netherlands Antilles which claims the distinction of being the first foreign power to render a salute to the fledgling American Navy.

The Dutch returned the gun salute of an American Navy brigantine in the roadstead of Oranjestad, capital of St. Eustatius, on 16 Nov 1776. The anniversary of the famous salute has been observed every year by raising the Stars and Stripes on the site of a plaque given the island by President Franklin D. Roosevelt commemorating the event.

Also during the Revolution, the island was the lifeline for the shipment of ammunition, gunpowder and other

vital supplies from America's allies in Europe, particularly France, to the struggling army of the 13 colonies. The island was sacked by the British in 1781.

Today, the people of Statia are hard at work on plans to mark America's Bicentennial. Government and civic leaders have given priority to restoring several 18th century buildings, one of which will become Statia's Bicentennial Library. There are plans also to construct a 20-unit, low-cost housing development to be named "Bicentennial Village."

Statia's Bicentennial Committee hopes eventually to raise money to fully restore Fort Orange, the impressive ruins of a Dutch Reform Church, and the second oldest synagogue in the Western Hemisphere.

LEADERSHIP

BEGINS WITH SAILING

A bold and exciting sailing program is rapidly taking shape at the U. S. Naval Academy. This resurgence of midshipman sailing is the result of some striking changes in both facilities and personnel.

It began in March of 1975 when Captain Alexander G. B. Grosvenor took command of the Annapolis Naval Station and became commodore of the Naval Academy Sailing Squadron. An avid yachtsman and accomplished ocean racing skipper, CAPT Grosvenor arrived intent on revitalizing Academy sailing.

Left: Heeled over in a swift Shields class boat, midshipmen sail close to the wind. **Below:** A bow lookout calls sail trim on the jib during a race on the Chesapeake. **Right:** A midshipman sits in the pulpit of one of the Academy ocean racers to warn the helmsmen of any obstacles.



"I believe sailing is the one sport at the Naval Academy in which a midshipman can confront nearly all the challenges he will experience as a naval officer," said CAPT Grosvenor. "Every time a midshipman goes out on a sailboat, he deals with leadership, personnel management, rules of the road, small boat handling, maintenance and basic seamanship. Sailing can demand the physical exertion of most other sports. You can lay them out on the deck of a sailboat as well as you can on the soccer field. Sailing is the only one that has it all."

One of the first things the captain did to revitalize the program was to obtain the services of Graham Hall, a well-known East Coast sailor, as the director of sailing.

Hall is a graduate of the U. S. Merchant Marine Academy and is former sailing director of the State University of New York Maritime College. He has a varied sailing background. Last year he was tactician in the America's Cup contenders *Valiant* and *Mariner*, and skippered *Valiant* in her final trial race at Newport. He finished third in the 1975 Congressional Cup and was one of 10 skippers invited to compete again this year. In small boats, he took first place in the 1971 Fireball and 470 National Championships and won the North American Men's Championship in the 1969 Malory Cup.

To assist Hall, Lieutenant Tom O'Brien became the Academy's Sailing Officer. Also an experienced ocean racer, LT O'Brien was a crewman on the 1974 America's Cup victor, *Courageous*. The staff includes several part-time professional coaches, volunteers from the Naval Academy Sailing Squadron and a few local yachtsmen.

Good boats are, of course, important to the success of any sailing program. The Naval Academy has a fleet of the best.

It starts with 30 fiber glass knockabouts (modified 24-foot *Rainbow* sloops) which are used chiefly for plebe training and recreation. Varsity intercollegiate and intramural competition is sailed with twelve 44-foot *Luders* yawls, five 30-foot *Shields* sloops, thirty 420s and 12 one-man *Lasers*.

Most impressive of the fleet seen tied up in the yacht basin, next to the new Robert Crown Sailing Center, are the Academy's new eye-catching ocean racers. All are named after historic U. S. Navy sailing vessels. Heading the list is *Guerriere*, the former *Gusto*, a 60-foot Morgan-designed sloop recently donated to the Academy by Homer Danius of Melbourne, Fla. Next is *Syren*, a 58-foot Sparkman and Stephens custom-built sloop formerly known as *Siren Song*. *Insurgente*, a Palmer Johnson 48, was assigned to the Naval Academy last January after she was confiscated by the govern-





Above: Navymen train aboard the Academy's fiber glass Luders yawls. Below: Two-passenger 420s make for keen competition during training races.

ment for smuggling. *Fair American*, a 38-foot Sparkman and Stephens custom one-tonner rounds out the Academy's sailboat inventory.

"Racing, inshore as well as offshore, is the ultimate expression and test of seamanship and competence in sailing," according to CAPT Grosvenor. The focus of the Academy sailing program under his and Hall's leadership has been in developing topnotch racing teams, and shifting as much responsibility to the midshipmen as is feasible. All Academy yachts have midshipmen skippers and, in all offshore races, each boat has aboard at least one coach who is a fully qualified ocean racing skipper in his own right.

Under Hall's coaching, the varsity dinghy team moved up into the top 10 among college sailing teams. They're presently ranked fourth in the nation. Last fall they were unranked nationally. The varsity dinghy and Shields sailors also took the Mid-Atlantic Intercollegiate Sailing Association dinghy, freshmen, and team racing championships, as well as two Atlantic Coast titles last fall.

In addition to sending its intercollegiate teams around the country to compete, the Naval Academy annually sponsors the Kennedy and McMillan Cup regattas—the only intercollegiate competitions in the country sailed



in identical large yawls, the Academy's *Luders* yawls. Midshipmen varsity yawl crews also compete year 'round with civilian yawls in Chesapeake Bay races.

Naval Academy boats with midshipman crews have regularly been represented in offshore races. However, as little as two years ago only one yacht—a chartered one at that—was entered by the Academy in the Newport to Bermuda Race. By comparison, this summer 10 Academy boats will be offshore with more than 100 midshipmen sailing them. Four—*Guerriere*, *Fair American*, *Syren* and *Insurgente*—will compete in the Newport-Bermuda Race in June. *Syren* will then continue on to New England for the Marblehead-Edgartown Ocean Race, Monhegan Island Race and the New York Yacht Club Cruise off the Maine coast in August.

Also in June, six of the *Luders* yawls will participate in the Tall Ships Race from Bermuda to Newport in company with sail training ships from all over the world. The yawls will then join Operation Sail '76 in New York City on July 4th as representatives of the Naval Academy.

These sailing activities reveal the emphasis of the newly revamped Naval Academy sailing program—getting a maximum number of midshipmen on the water for valuable experience as future naval officers.

While CAPT Grosvenor is naturally enthusiastic about the prospects of Naval Academy sailing, he is quick to point out that the expanded opportunities for midshipmen sail training are possible only because of the public's generous contributions of yawls to the sailing program. The majority of the Naval Academy's sailing program is supported not with government funds but through private donations.

"Thanks to a few generous Americans," he said, "the Naval Academy now has the largest and most varied college sailboat fleet in the country."



A midshipman secures the mizzen boom after a yawl training sail. Below: During Plebe summer, all midshipmen learn to sail.





INTERVIEW WITH NAVY SURGEON GENERAL VADM DONALD L. CUSTIS

Medical and hospital care, and the savings realized, are among the principal benefits of a Navy career. But just as important is the Navy's need to attract and retain highly qualified doctors, dentists, nurses, corpsmen and medical service officers to maintain services.

What the Navy is doing to enhance its medical service for both patients and staff members was explained to ALL HANDS in an interview with Navy Surgeon General Vice Admiral Donald L. Custis, MC, USN.

Q. *Recruiting and retaining a sufficient number of physicians have been difficult for all the services. What are the Navy's problems in this area, and what goals have we established?*

A. Our problem, as far as the Medical Corps goes,

is not one of failing to recruit or retain. We've done surprisingly well. Our problem is an imposed shortage of physicians based on the budget. The medical departments' end strength has been pushed down along with the size of the Navy. Today our five corps (Medical, Dental, Hospital, Nurse and Medical Service) are all at, or near, authorized strengths.

But last year we lost all of the Nurse Corps subsidized accessions—all of the nursing scholarship programs were eliminated. We've depended heavily on accessions from these subsidized nurse school programs. Something like 400 nurses must be recruited off the streets next year to account for the RAD (released from active duty) volume that's to be expected there.



It's the same way with the Medical Corps. Our subsidy programs have been eroded. The Berry Plan physician pipeline—whereby physicians were given time to finish their specialty training before they serve their two-year obligation—will be dry, for all practical purposes, in FY '77 and completely dry in '78. That program had been a major source of physicians for us. Our goal for next year will be to recruit almost 500 physicians. It remains to be seen how successful we will be.

Q. *What makes the Navy attractive to a physician in terms of retention?*

A. I'm sure that our increased retention and our recruiting to date are due not only to the attractiveness of a military medical career, but also to the anxiety people have about what's happening in the private sector. The malpractice situation in civilian medicine is a very frightening thing. A young surgeon just finishing his training may have as much as \$25,000 to \$35,000 malpractice insurance premiums to pay in his first year of practice. If he's a neurosurgeon it can go as high as \$45,000. It's not the thing we like to see working in our favor, but it certainly is one of the reasons why we've had increased retention.

Q. *Do you expect that the Uniformed Services University of the Health Sciences will help solve this imposed shortage of physicians?*

A. I think the Uniformed Services University is the most misunderstood of our several programs in military medicine. It was never intended to be the source of any significant accessions. Even when it is going full blast we will realize from graduating classes no more than 50 physicians a year.

Its value is in the area of retention. We have the opportunity to train what will be a hard-core cadre of career-motivated physicians. We know we have only been able to retain about 1.5 per cent of those physicians who get their training—including residency and specialty training—in the private sector. On the other hand, one-third of those the Navy has trained stay on for a career.

We're hoping that the people we train at the USUHS will have the same kind of dedication and motivation that makes for career people. That's the importance of that medical school.

Q. *What are some of the constraints which Navy*

medicine faces today?

A. There are quite a few. And many of them are felt by our patients because they affect our ability to provide care. It's all traceable to austerity and the budget. For the past year we've been working with progressively reduced resources. We've had to reduce the size of our civilian support staff, and neglect essential maintenance of our facilities. We've had to hold back on replacing broken or obsolete equipment. That gives us less to work with, less to offer the patient.

And, paradoxically, at the same time our resources have been reduced, other budget cuts have resulted in an increased workload—not just for the Navy Medical Department but for all military medical departments. I'm referring to the changes in CHAMPUS reimbursement levels. Here is where the Navy family really feels the pinch, and we feel it, too.

Because of the change in the way CHAMPUS pays bills, some civilian doctors refuse to accept CHAMPUS payments in behalf of military families or retirees. And when people do get outpatient or hospital care under CHAMPUS, many find that they are unable to pay the increased difference between the physicians' charges and the CHAMPUS-allowed payment. CHAMPUS only pays in the 75th percentile of charges; any amount above that must be paid by the patient. So they come back to the military hospitals, and we simply no longer have sufficient resources to care for all of them.

On top of that, a large number of retired personnel and their dependents who previously had unrestricted access to civilian health care must now first seek care from a military medical facility if they live within 40 miles of it. If care is not available from the military, they are given a nonavailability statement and back they go to the civilian system.

But even when we don't provide the actual medical care, we have an overwhelming administrative burden just processing the paperwork for these patients. A lot of patients don't realize this, and don't understand why it takes so long to get that nonavailability statement.

Q. *What does issuing such a statement involve?*

A. The patient has to be seen by a physician and a diagnostic workup has to be done. Then the hospital commander has to determine whether or not he can provide treatment. Then and only then, can he make a decision regarding nonavailability. The paperwork for all this is tremendous. But we don't have one extra





dollar or one extra person to handle the load. So there are lines of patients waiting to be seen, waiting to get into the military health care system. It makes for a lot of unhappy patients.

Q. Will you explain the "pool" concept please?

A. Well, the "pool" concept was conceived out of need. When the draft ended we lost the availability of large numbers of general medical officers (GMOs). In the first year we lost approximately 1000 GMOs who were draft derived.

Now, many operational medical billets cannot and should not be filled by highly trained specialists. It's very wasteful to put a neurosurgeon, for example, on board a destroyer or even an aircraft carrier for an extended period of time. He's overtrained for the job. What's more, his professional expertise will deteriorate.

So, we developed the fleet medical pool concept to fill selected billets in the fleet with a specialist—an orthopedic surgeon, a urologist, or whatever his speciality—on a short-time basis. This way we keep the physician clinically based in one of our hospitals, but give him temporary additional duty aboard a given ship for a certain period. The program, so far, has been for a 90-day period but, in the future, it will probably extend to the length of a ship deployment—as much as six months. Then we'll have him go back to his clinical base. These short-term assignments will fill the Navy's need for medical support of the fleet, while ensuring the specialist doesn't become professionally stagnated.

Even when we have the right people to fill these billets, we feel strongly that the fleet pool should continue in operation for a second reason—namely, to remind medical people that our primary mission is fleet support, and to ensure everybody is knowledgeable about the fleet and its medical requirements.

Q. The pool concept is now in a pilot program phase. Does it appear that it's going to work well?

A. It has worked very well. Those who have gone aboard ships in this program have, almost without exception, come back very enthusiastic about their experience. Ships' skippers who have worked with these people are also enthusiastic.

There is still a residual concern by some that a physician aboard a ship should be a full-time presence, something that's very difficult to counteract.

Q. *How do patients accept physician's assistants? Is it a popular program? (Physician's assistants are specially trained Hospital Corps warrant officers who do routine medical work so that physicians are free to concentrate on more complicated cases.)*

A. Very popular. Our monitoring of their acceptance shows that almost unanimously patients like them. There are a few isolated episodes where there is something less than satisfaction, but it happens with patient-doctor relationships, too.

Q. *What is the future of the Physician's Assistant Program in the Navy?*

A. Well, the situation is very confused. For a while we thought we might lose the program, but it has since been reinstated by the Assistant Secretary of Defense. But we still lost a lot of resources before that decision was made. One result is that we can't put anybody new into the program this year. Those who are now in training will be able to finish, but we won't be able to start anyone new. It doesn't look like we will meet our goal of 550 PAs by FY 78. And we were counting on having that number to compensate for the shortage of general medical officers. We need them to provide Navy men and women with primary health care.

The Secretary of Defense has authorized the Uniformed Services University to start training paraprofessionals, including physician's assistants, but that program can't be gotten ready until a year from this fall. We are trying to get authorization to train our own PAs until such time as the university training program is ready to go. Otherwise, the Navy PA training program will die—at least until the university picks it up.

Q. *What changes are being made in shore-based health care administration to make health care more efficient?*

A. You're referring, I'm sure, to the concept of regionalized management.

Regionalization takes a medical catchment area such as Tidewater, Va., the nation's capital, or the San Francisco Bay area, and identifies a central hospital which oversees the management and administration of all facilities, satellite hospitals, or ambulatory clinics in the area.

Some of the regions are farther along than others because they began earlier or had fewer personnel restraints. In some areas, financial management and





procurement are centralized. Some, for example, have centralized pharmacy support. We are moving toward more and more centralized food service.

On the clinical side, probably the outstanding example of what regionalized clinical service can be is the automated laboratory service. The first such service is located at Bethesda—it's called LABIS (Laboratory Information System)—where specimens are sent from the entire region and processed in a central laboratory with automated equipment. Automated printouts of reports go back to the satellite facilities.

This same type management is being extended into other clinical areas such as electrocardiography, radiology and automated patient appointment systems which ultimately can be centrally handled for an entire medical catchment area.

On top of all that, where there are Army, Air Force and Navy facilities, the whole concept of regionalization has been applied on a cooperative basis in the Tri-Service regionalization Program. It remains to be seen how far along we can go with single management of such regions.

Q. *What do Navy patients think of regionalization?*

A. It's too bad that regionalization as a management tool was timed coincidentally with this environment of inflated health care costs and defense budget austerity. I'm sure many of our beneficiaries are confused and think that regionalization is somehow the reason for resource insufficiency. It's not.

If it hadn't been for regionalization we couldn't have made our scarce dollars and our limited number of personnel stretch as far as they have. But to someone who is relatively disinterested until he gets sick, and who knows that previously his little facility nearby used to handle things very well, regionalization seems to be the reason for any shortcomings. It doesn't sound like something that's working to his advantage. But he doesn't realize that he might not be able to get any medical care at all if regionalization hadn't happened.

Q. *Aside from regionalization, are there any other major improvements or changes made or planned in medical services?*

A. The first one which comes to mind is the replacement of obsolete facilities by new construction. It has a name, the Laird Accelerated Medical Military Construction Program.

This program was to be a five-year crash effort to

replace all obsolete hospitals and clinics, but it's been slowed down considerably. Instead of five years it's probably going to take 10, but we've come a long way just in my time in this job.

For example, we have dedicated, opened or occupied six new hospitals—Roosevelt Roads, P. R.; Charleston, S. C.; Pensacola, Fla.; Camp Pendleton, Calif.; and New London, Conn. We have coming up this summer or fall the new hospital in New Orleans, La. The replacement of the Naval Hospital Bethesda has been funded and is off to a good start. We currently are constructing new hospitals at Port Hueneme, Calif.; Bremerton, Wash.; and Orlando, Fla.

There are other hospitals that did not get approved and have been deferred. Good examples are the naval hospitals at Camp LeJeune and Cherry Point, both in North Carolina. Portsmouth, Va., is badly in need of additions which have been delayed. And of course, the big delay, the big disappointment, is the new hospital construction for San Diego, Calif. That has slipped and may slip even further.

Q. *In the meantime, before the new hospitals can be constructed, will the present facilities be able to handle the medical requirements in those areas?*

A. Medical care for active duty personnel has never suffered. By law, we are obliged to take care of active duty people. Dependents of active duty people, as well, must be cared for when facilities are available. Retired people and their dependents may be cared for when facilities are available.

If you remember those priorities, and remember the shortage of resources we have, you will understand there are many areas, in fact probably *all* areas, where our facilities are not providing the care they *could* provide to the retired and the dependents of retirees, if we had more resources. CHAMPUS is used very heavily.

It's ironic that, as the Navy gets smaller and its medical department gets smaller, the demand for medical care on the part of the whole spectrum of beneficiaries—our total beneficiary population—gets larger. The nation has 10 million beneficiaries in the military medical system. Those that are identified as Navy and Marine Corps total two and a half million.

Q. *What important medical and dental research is the Navy now involved in?*

A. I think some of the most exciting things that are





currently going on in our research program have to do with infectious diseases, with the emphasis on immunology. The Naval Medical Research Institute at the National Naval Medical Center will very likely make a breakthrough in developing a vaccine for malaria.

Along very similar lines, there is promise of a possible breakthrough in developing a vaccine for schistosomiasis (a disease contracted by skin contact with the waterborne parasite). That work is progressing in our Navy Research Unit in Cairo, Egypt. It's a very widespread and serious disease, and success in developing the vaccine would be a tremendous advance.

Some other programs are the new diving chamber being built at Bethesda which will make research possible on biophysiology and hyperbaric pressure at depths never before achieved. Also, Navy dentists are hoping to develop a vaccine against dental decay.

One thing that I think is tremendous is remote communication via satellite as it involves Navy medicine. That could enable an independent duty corpsman on a ship in the middle of the Pacific, for example, actually to have an audiovisual consultation with a physician in San Diego Naval Hospital about a given patient on board the ship, with transmission of electrocardiographic tracings, X-rays and physical findings (see next page).

Q. *One final question. Can you sum up what the Navy family—active, dependents, retired—can expect in health care in the near future?*

A. For one thing, the active duty member and his family can expect a continuation of excellent health care. There are some geographic areas where it is more difficult to get Navy medical care, but I think we can do better in that regard—and we will be doing better.

Care for the retiree and dependents of retirees is something we want very much to offer. For one thing, the patient mix that it provides is absolutely essential to our training program. If the day ever comes when military medicine is charged only with the care of healthy, young adults we will not be able to maintain our training program for lack of patient mix. The attractiveness of military medicine as a way of practice will no longer be there. It would take a draft to bring in people against their will to work in such a system.

What I'm saying is, we *want* to maintain patient mix, we want to care for the retired and the dependent. Our ability to do so depends on what resources we are given.



Remote Medical Diagnosis System

Navy corpsmen and physicians are using satellites and high frequency radio waves to treat patients. It may sound like something out of science fiction, but it's true, here and now.

The Remote Medical Diagnosis System (RMDS) enables corpsmen aboard ships to communicate directly with doctors ashore or in other ships. This is done by television pictures and accompanying voice transmissions which are sent via satellite, using commercially available slow-scan video and voice transmitters and receivers. The system is being developed for the Bureau of Medicine and Surgery by the Naval Electronics Laboratory Center, San Diego, under the sponsorship of the Naval Medical Research and Development Command. The goal: to improve medical support to the operating forces.

RMDS has already proven itself in tests and in an actual emergency. Corpsmen aboard USS *Alamo* (LSD 33) were able, successfully, to amputate the crushed fingertip of a shipmate using instructions and guidance received through RMDS from a doctor in USS *Juneau* (LPD 10). RMDS saved critical time and eliminated the need to highline the man to *Juneau*.

In a medical emergency, the patient would be placed

in front of the RMDS camera in sickbay. Using the picture of the patient on the screen in his receiving terminal, the physician can assist the corpsman from a remote location.

Along with the patient's picture, the RMDS can also send and receive pictures of X-rays, electrocardiograms and other clinical data. The patient's medical record and past medical history can also be displayed and discussed with the receiving physician, in order to afford the best treatment possible.

The system is not limited to satellites and radio waves. Telephone lines and line-of-sight microwaves can also be used to send and receive signals. This allows small dispensaries to "call in" specialists from a larger naval hospital to help diagnose or treat their patients.

In nonemergencies, RMDS can be used to broadcast training lectures for specialized treatment. With an audio and video recording capability built into the system, an entire operation or treatment procedure can be recorded on cassettes and replayed for later training or review of treatments and operations.

Science fiction? No, just Navy medicine trying to do a better job for you.

—PH2 Terry Mitchell



FOR THE LOVE OF MAN

A Portfolio of Navy Medicine

Test a blood sample, suture an incision, listen to a heartbeat, deliver a baby, ease a patient's pain and anguish; these are a part of the Navy doctor's day.

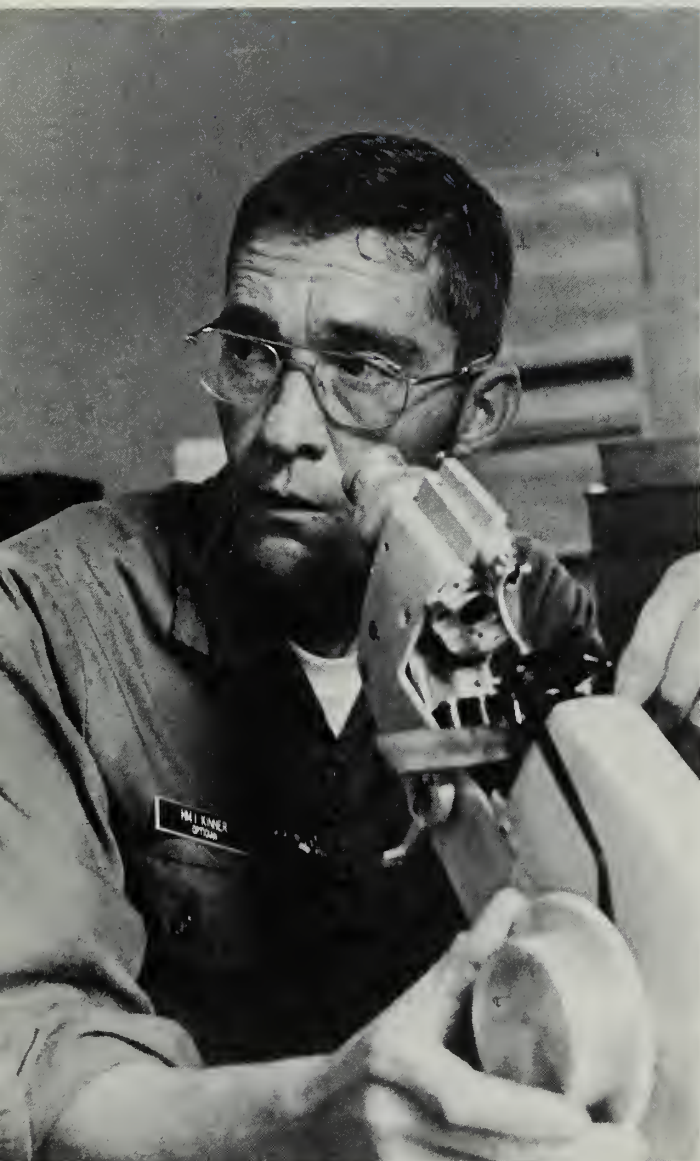
"... I will use treatment to help the sick according to my ability and judgement, but never with a view to injury and wrongdoing. I will keep pure and holy

both my life and my art. In whatsoever houses I enter, I will enter to help the sick . . . For where there is love of man, there is love of art . . . and it is well to superintend the sick to make them well . . . to care for the healthy to keep them well . . ."—Hippocrates (460-377 B.C.)



Physician's assistant and corpsman on the job.

A Portfolio of Navy Medicine



Checking power of eyeglasses.

Hematology Laboratory (Cpl. E. Abdelaziz).



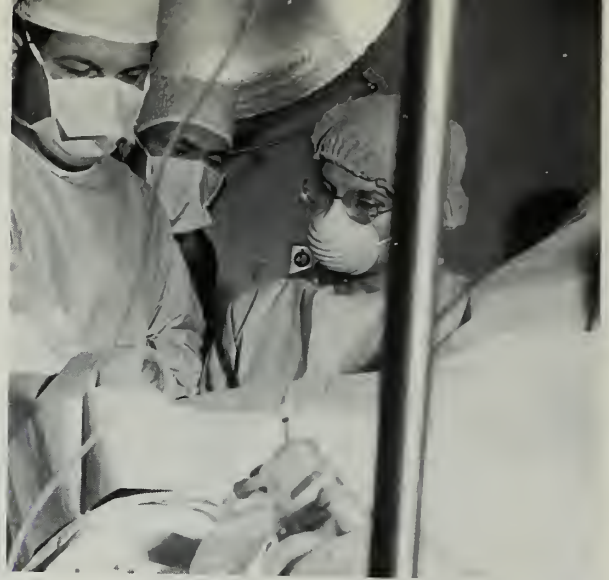
Lab work (PHAA C. Hill).





Flight Surgeon aboard USS Kitty Hawk (CV 63).

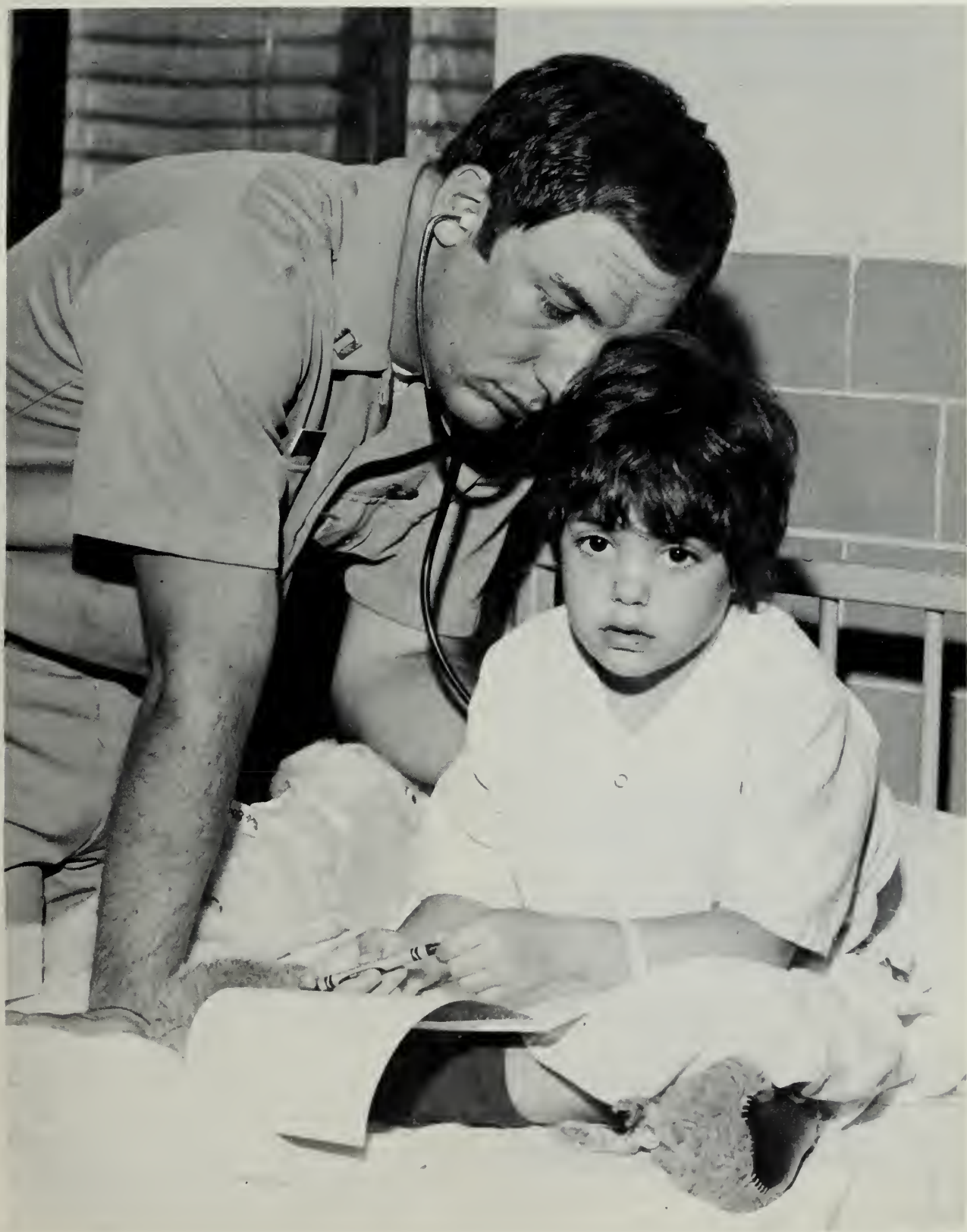
A Portfolio of Navy Medicine



A baby enters the world (right) and (below) receives initial care, all at NAS Pensacola.



*Pediatrician and patient at NAS Pensacola.
(PHAA C. Hill).*



STAYING IN or GETTING OUT

Very few people are fortunate (or unfortunate) enough to have their futures planned for them . . .



MCPON Robert J. Walker, USN

Therefore, each individual must make those career decisions which might lead to the degree of success which that person desires. Such career decisions are never easy.

Providing general guidelines for making such decisions is equally difficult since every person measures success in different terms, according to personal views and values. For instance, while success to some is measured in terms of money, others might measure success in terms of job satisfaction. And there are many other valid measures for success. For that reason, no two people have the same approach to making career decisions.

Generally, Navy members in their first enlistment experience many hours of difficult decision-making while trying to determine the best course of action for the future. Such decisions do not end after the first enlistment. Additional career decisions will be made at several points in a Navy member's career. All of us, at one time or another, have had to make a decision about "staying in" or "getting out."

It would be faulty thinking on my part if I believed that the Navy is for everyone. Undoubtedly, some people may be better off in the civilian job market. But too many other Navy people—people who are making valuable contributions to our quality Navy—make a decision to leave the Navy without giving proper thought to why they are leaving.

Needless to say, there are many pros and cons to consider before reenlisting. But in my estimation, the positive aspects of remaining on active duty far outweigh any negative factors. I don't want to use this forum to steal the thunder of our career counselors. So, I won't spend time writing about the many tangible benefits available for today's Navy personnel and their dependents. But, I would like to describe some of the intangible factors each Navy member should consider prior to making a career decision, no matter if that decision is after four years, 10 years, or 20 years of service.

Other than established benefits of rate and special reenlistment incentives, in my mind, there are four major reasons why Navy members remain on active duty: (1) they enjoy the adventure and travel associated with the Navy; (2) they feel comfortable being a part of a team with an important mission; (3) they are able to plan for the future because the Navy has established levels of achievement; and (4) they can grow in confidence with the increased responsibility earned by advancing in rate.

Adventure remains a part of our modern Navy. Going to sea is hard work, but it can be fun. There are very few easy times while at sea, and there are periods of loneliness and fatigue. But, there is also a thrill in getting underway, of pulling into a foreign port, or in accomplishing a mission and hearing the words—"Well done." Going to sea

has helped boys become men, and helped those men gain confidence in their abilities and the respect of their countrymen.

This opportunity for adventure and travel is also available for Navy enlisted women. Navy women and Navy men are now assigned to live and work throughout the world. This opportunity to live in a foreign culture and travel to many countries is an opportunity which is simply not available in most other professions.

While the advancement door does not always open the first time it is knocked upon . . .

Teamwork is another important aspect of the Navy experience. During my 28 years of service, I have developed many very close relationships with my shipmates. These friendships will last forever, even though I might not see some of my friends for many years. The Navy is a breeding ground for such close relationships because Navy people have learned to pull together as a team.

It is essential that Navy people work together as a team in order to accomplish effectively the mission of today's Navy. It is always satisfying to see your ship, your station, your division, or your department do well, but no one person can accomplish the mission of the Navy alone. It requires a total effort of all personnel—from seaman to admiral. Working together, accomplishing together, and then relaxing together will leave you with friends who are more than just acquaintances—your friends become shipmates, and shipmates stick together.

Another intangible benefit of importance to those who consider reenlisting is a clear look at the future. From the day a young person reports to recruit training, his future goals are within view. Just as if he were looking into a crystal ball, a young recruit can see the challenges of the future. Advancement patterns are established and a young sailor can establish goals based on predetermined time-in-rate and time-in-service requirements. While the advancement door does not always open the first time it is knocked upon, a Navy member can continue to adjust his or her goals to meet advancement criteria and to overcome shortcomings.

Advancement in the Navy is a personal matter. An enlisted man or enlisted woman can advance as far as he or she desires without regard to

prejudicial barriers. What matters in the Navy are job performance, technical expertise, and professionalism. If you have these attributes and a desire to be number one (no one said it was going to be easy or automatic), you can reach the top of your profession. In fact, there is probably a young man or young woman reading this article who will one day be the Master Chief Petty Officer of the Navy. The path is clear—success is up to you.

As a member advances, the responsibility that member acquires also grows. Generally, by the time a young man or young woman reaches petty officer status, he or she has increased responsibilities and greater leadership opportunities. As that young petty officer advances, the leadership role becomes more specific and more demanding. With this additional responsibility come increased confidence in one's abilities, a feeling of self-worth, a pride of accomplishment, and an awareness of personal growth. Anyone who has "tacked on the crow" or "put on the chief's hat" knows exactly what I mean.

This opportunity for continued professional and personal growth should never cease during a naval career. Many senior E-9s with over 25 years of service still find a challenge in their work and a value in their contributions to our quality Navy.

There's one other intangible reason for reenlisting that more or less sums up all other intangibles. I stayed in the Navy because I liked it—and, that's why most people stay. There have been difficulties, but I have always liked what I was doing and always wanted to keep on doing it. If one doesn't like what one is doing, the adventure will be dull, teamwork will be limited, advancement will be slowed, and personal growth will be stymied.

I stayed in the Navy because I liked it.

If you are approaching a reenlistment date—I suggest that you talk to your career counselor and master chief petty officer of the command about the tangible benefits of reenlisting. Talk about pay, medical benefits, SCORE, GUARD II, NCFA, reenlistment bonuses, advancement opportunities, Navy schooling, and dependent benefits. Take a close and realistic look at what is offered on the outside. Don't make a quick decision. Think it over carefully. But just before you make a final decision, carefully consider the intangibles I have noted and others that you might add to the list. Sometimes these "intangibles" can make the difference.

- APPLICATIONS REQUESTED FROM WOMEN FOR FLIGHT TRAINING

Women officers and officer candidates desiring consideration for flight training have until 30 June 1976 to apply. CNO recently approved the enrollment of eight more women into the flight program, to begin training this fall. BuPersMan 6610360 contains further information on applications, which should be submitted to Chief of Naval Personnel (Pers-433e). Announcement of final selections will be made at a later date.

- NEW HAMPSHIRE OFFERS BONUS TO VIETNAM VETERANS

New Hampshire now offers a \$100 bonus to veterans of the Vietnam conflict. To be eligible, state residents must have served at least 90 days active duty between 5 Aug 1964 and 15 Aug 1973; or served anytime in Indochina between 1 Jul 1958 and 5 Aug 1964; and been awarded either the Vietnam Service Medal or the Armed Forces Expeditionary Medal.

Cutoff date for applying for the bonus is 21 Aug 1977. Applications and further information are available from Adjutant General, State Military Reservation, ATTN: Bonus Division, Concord, N. H. 03301.

- BATTLE EFFICIENCY RIBBON FOR ENLISTED PERSONNEL ESTABLISHED

Enlisted personnel permanently attached to units winning annual intra-type battle efficiency competitions now qualify for a newly established ribbon. The decoration replaces the "E" patch and once awarded, can be worn permanently. Subsequent bronze stars on the ribbon will indicate multiple awards. Design for the "E" ribbon is under study, and further details will be announced at a later date.

- NAVY CHAPLAIN TAKES TOP HONORS IN FREEDOMS FOUNDATION CONTEST

A Navy chaplain, Commander Marvin E. Hall, USNR, was one of the top winners of awards in the Defender of Freedom (Armed Forces Reserve) Foundation at Valley Forge annual contest.

CDR Hall, Senior Chaplain of the U. S. Naval and Marine Corps Training Center in Akron, Ohio, wrote a letter expressing his views on "Human Goals: A Proud Heritage," the theme of the '75 contest.

His letter, expounding on the symbolism of the American flag, stated in part: "The better we understand our past, the better we can handle our future. If we learn anything from our history, it is that there is no progress without pain--no success without sacrifice--no freedom without fighting..." The chaplain was awarded an encased George Washington Honor Medal and a \$100 U. S. Savings Bond.

- DEFENSE SUPERIOR SERVICE MEDAL ESTABLISHED

The President has signed an executive order creating a new medal--the Defense Superior Service Medal. The decoration ranks in precedence between the Silver Star and the Legion of Merit. Military personnel who serve in positions of significant responsibility in the office of the Secretary of Defense, Organization of Joint Chiefs of Staff, a specified or unified command, a defense agency or other joint activities can receive the award.

- LAST OF EAST COAST TRACKERS MAKES FINAL FLIGHT

The last east coast fleet operational S-2 antisubmarine aircraft recently departed NAS Cecil Field, Fla. on its final flight. It was flown to Davis Monthan AFB in Arizona for storage.

Air Antisubmarine Squadron 30 (VS 30) was the last Atlantic Fleet Squadron to fly the S-2 Tracker. The aircraft is credited as being the Navy's "most versatile airplane of its era."

In more than 20 years of service, Trackers have flown over six million hours and made almost three-quarters of a million carrier landings. Its overall accident rate was only .69 per 10,000 hours.

- CHAMPUS RULES OUT PAYMENTS FOR CHRISTIAN SCIENCE SERVICES

The Civilian Health and Medical Program of the Uniformed Services (CHAMPUS) no longer pays for Christian Science services. The Defense Appropriations Act prohibits CHAMPUS payments for any service not necessary to diagnose or treat a mental or physical malady or injury as diagnosed by a physician, dentist or clinical psychologist. This prohibition precludes payment for Christian Science services.

- TITLE CHANGE CLARIFIES CT RATING

The Chief of Naval Personnel announced an official change in the title of the communications technician (CT) rating to cryptologic technician (CT).

The title change brings the name of the rating into better agreement with the designation of the officers and warrant officers associated with the rating. Limited duty (644X), restricted line (161X), and warrant officer (744X) are designated as limited duty officer (cryptology), and special duty officer (cryptology), and cryptologic technician, respectively.

Corrections to manuals and other documents affected by this title change will be made during normal revisions.

- 1975 MARVIN SHIELDS AWARD WINNER SELECTED

The Society of American Military Engineers selected Chief Builder Richard W. Brown of Mobile Construction Battalion Three (NMCB 3) as the 1975 Marvin Shields Award recipient.

The award, established in honor of the only Seabee awarded the Medal of Honor, is presented annually to an enlisted member of the Naval Construction Force who demonstrates exceptional technical and leadership skills.

BUC Brown won the recognition for his sustained superior performance as Chief-in-Charge of the NMCB 3 Material Liaison Office during the battalion's 1975 deployment to Diego Garcia. Because of the remote location and length of the supply line, his job was complicated to a degree seldom encountered by construction battalions during deployment.

The citation accompanying the award read in part, "...Although he had no prior experience in materials management at the battalion level, Chief Brown devised an organization and procedure which simultaneously provided essential training to his people and an uninterrupted flow of project materials to the battalion's operating companies."

● FIRST SEGMENT OF ENLISTED CONVERSION TO JUMPS NEARS

Conversion of the first segment of Navy enlisted personnel pay records to the full Joint Uniform Military Pay System (JUMPS) will begin on 1 Jul 1976. The segment includes all whose social security numbers end in zero, one or two. Remaining enlisted personnel will be converted to the computerized JUMPS accounting beginning 1 Jan 1977. A schedule for the ground-work to be accomplished by individual commands and the Navy Finance Center before the conversion is contained in NavComptNote 7220 of 30 Jan 1976.

● WORKSHOPS FOR SEVENTH FLEET SITE OPERATORS

Navy Shipboard Information Training and Entertainment (SITE) systems operators assigned to Seventh Fleet ships in the Western Pacific can improve their SITE system operations through broadcast training workshops conducted at the U. S. Naval Station, Subic Bay.

The Pacific Fleet Public Affairs Detachment's Operators' Training Program is designed to assist operators in enhancing their internal information programs through maximum use of the SITE system. Commanding officers desiring to send SITE operators to the workshops should request quotas and convening dates by message to Pacific Fleet Public Affairs Detachment, Western Pacific at Subic Bay.

● USS SELLERS, VP-45 PULL DOWN "HOOK EM" AWARDS

A guided missile destroyer and a patrol squadron took top honors in the newly established "Hook Em" antisubmarine warfare (ASW) competition in the Mediterranean. USS Sellers (DDG 11) and Patrol Squadron 45 earned their "Hook Em" trophies in recognition of exceptional ASW performance while operating with the Sixth Fleet.

Vice Admiral Frederick C. Turner, Commander 6th Fleet, established the award in December 1975 to provide recognition to Fleet ships, submarines and aircraft squadrons demonstrating exceptional ASW abilities.

● CARRIER F. D. R., 11 OTHER SHIPS TO LEAVE ACTIVE FLEET

The Secretary of the Navy has announced plans to retire 12 of the Navy's older ships during FY77.

Although 11 ships will be leaving the active fleet and one from the Reserve force, 20 new ships will enter the fleet during the transition period. The average age of the ships to be retired is more than 30 years. Consequently additional retirements can be anticipated in succeeding years since more than 60 ships will be 30 years old at the end of FY77.

The destroyer Edson (DD 946) and the fleet tugs Mactobi (ATF 105), Quapaw (ATF 110), Paiute (ATF 159) and Papago (ATF 160) will join the Naval Reserve Force.

The aircraft carrier USS Franklin D. Roosevelt (CV 42) will be changed to inactive status and placed in the "Mothball Fleet."

Ships to be stricken from the Naval Register are the destroyers Holder (DD 819), George K. MacKenzie (DD 836) and Leonard F. Mason (DD 852); the submarine rescue ships Coucal (ASR 8), and Tringa (ASR 16); and the store ship Denebola (AF 56).

Prospective gains include eight Spruance-class destroyers, five nuclear-powered attack submarines, two nuclear-powered cruisers, two Tarawa-class amphibious assault ships, a guided missile frigate, a replenishment ship and a nuclear-powered aircraft carrier.

- VT-29 REACHES 17-YEAR SAFE FLYING BEAT

Training Squadron 29, NAS Corpus Christi, Tex., recently commemorated its 17th year of accident-free flying, an unprecedented record in the history of the Naval Air Training Command. VT-29 flew more than 158,000 accident-free flight hours since its last aerial accident in March 1959. Since then, VT-29 has trained more than 7000 naval flight officers, 5000 pilots and 2000 enlisted Marine navigators. The squadron is replacing its aged T-29B "Flying Classroom" aircraft with the newer T-29C.

- NAVY BICENTENNIAL MEDAL

A national list medal commemorating the bicentennial of the U. S. Navy is being struck by the U. S. Mint for release during Armed Forces Week 1976 (May 8-15). It is featured on the back cover of this month's issue of ALL HANDS.

The three-inch bronze high-relief medal shows the beginnings of the early Navy in 1775 with the sailing sloop "Alfred" and an American eagle on obverse; the reverse portrays the modern nuclear Navy (carrier, cruiser and submarine) at sea over the words "In defense of rights and liberties." The medal was designed by Hal Reed, award-winning painter and sculptor of Reseda, Calif., a Navy Art Cooperation and Liaison (NACAL) artist since 1972.

Congress authorized and directed the striking of a medal by Public Law 94-117 for each of the services-- Army, Navy and Marine Corps-- commemorating the bicentennial of their establishment.

Medals will be available from the Bureau of the Mint sales outlets in Philadelphia, Washington, D. C., Denver and San Francisco for \$6.00 each. For mail orders, list quantity desired and U. S. Navy medal number 534. Include check or money order (not cash) for \$6.25 each, payable to Bureau of the Mint, 55 Mint Street, San Francisco, Calif. 94175.

- TWO MORE PUBLICATIONS AVAILABLE THROUGH NAVY WIFELINE ASSOCIATION

Navy Wifeline Association has produced two more informative booklets. The first, "Naval Social Customs for Naval Officers' Wives," available free of charge, reflects the relaxed and informal social modes of today. The booklet provides guidance for wives of junior and senior officers with special attention to commanding and executive officers' wives.

The second publication, "Tag-Along to the Orient," can be purchased for \$2 per copy. Based on actual experiences of wives, the book contains detailed information about military facilities, recreation spots, transportation systems and more.

For either publication, write to Navy Wifeline Association, Bldg. 210, Washington Navy Yard, Washington, D. C. 20374. Enclose a \$2 check for "Tag-Along to the Orient."

When Checking in, Check Out PSC



Right: Personal Services Centers throughout the Navy offer linens and similar items to Navy personnel checking onboard before their household effects shipment arrives.

Your detailer just called and said your orders came through. You're going to Mildenhall, England.

What does the Navy have there, and *where* is Mildenhall? With visions of tea cups (or perhaps a pint of gingerbeer) dancing through your head, you set out to learn what you can about your new duty station.

Where to begin?

Probably the best place is the nearest Personal Services Center (PSC). The PSC isn't all things to all people, but for a Navy individual or family with a problem (and not only transfer problems) it's a good bet you can find help there. In your case, you'll probably find a complete welcome aboard and area guide package for the Navy's facility in Mildenhall. This will help you plan your transfer by telling you beforehand what to expect when you arrive in England.

Formerly called Family Services Centers, PSCs were established after the Secretary of the Navy's 1965 Task Force on Retention conducted a thorough study of family morale. The group concluded that the Navy needed an active, comprehensive program to solve or minimize the problems of the Navy family. In July 1966 the Bureau of Naval Personnel announced plans to open centers at 15 locations. The idea has proven extremely popular, and has now expanded to 56 centers located around the world.

"We recently changed the name to Personal Services Center," said Lieutenant W. R. Patteson, head of BuPers' Family Services Section, "to get away from the image that the centers are for married sailors only. They're not. They are there to help single individuals as well."

Each PSC is required, as a minimum, to offer the following services:

- Publish and maintain a file of welcome aboard packages.

- Maintain a library of welcome aboard packages for other areas and commands. These include overseas bases, and some Army and Air Force bases where Navy personnel are stationed.

- Maintain a lending closet offering household items such as dishes, silverware, pots and pans, blankets, baby beds and so forth to be lent to those arriving in the area before their household goods. At some centers this function is handled by Special Services in conjunction with the PSC.

- Maintain liaison with local wives' clubs and civilian organizations which can aid troubled Navy people.

- Offer a referral service (and some counseling) for local, state and federal social services. This includes

such agencies as adoption bureaus, the Veterans Administration and the food stamp program.

- Support the homeport officer for deployed units.
- Act as Liaison with CHAMPUS officials.

In addition to these requirements, most PSCs offer many other important services. Depending on the individual PSC, these may include listings of part-time jobs for adults and teenagers, listings of baby-sitters and summer camps, dependent orientation and social services seminars, and car pool and travel information. Many PSCs are now beginning to conduct consumer education courses. Your local PSC may also be able to assist you with information about passport applications, voting registration, insurance, separation, preparation for retirement, the Survivor Benefit Plan, personal financial management and recreation.

"In many cases," said LT Patteson, "the offices of the chaplain, Special Services, legal services, Navy Relief Society and Navy counselor work closely with the Personal Services Center." If they are not physically a part of the PSC, they will be at least in close proximity with the center.

When it's transfer time, or anytime you have a personal problem, visit the people at your nearest Personal Services Center—they're there to help you, and are happy to do it. Here's where you'll find them:

Directory of Navy Personal Services Centers

LOCATION	TELEPHONE	HOURS
U. S. Naval Station ADAK Box 2, Code 111 FPO Seattle 98791	A/C 907 579-2258 AV 317-579-2258	0800-1700, Mon.-Fri.
Naval Air Station ALAMEDA, Calif. 94501	A/C 415 869-4256/4257 AV 686-3193	Bldg. 2, 0800-1630 Mon.-Fri.
U. S. Naval Air Station (ATTN: Code 1101)	A/C 808 684-4132/8138	Bldg. 20-A, 0730-1600,
BARBERS Point, Hawaii FPO San Francisco 96611	AV 43-00111 (Ext. 684-4132 or 684-8138)	Mon.-Fri. NAS, Ext. 3132/6196 (St. George's)
Public Affairs/PSC Officer U. S. Naval Air Station BERMUDA FPO New York 09560	AV 934-1800 Ext. 3132/6196	
BOSTON—See South Weymouth		
Naval Support Activity Code 53.A 136 Flushing Avenue BROOKLYN, N. Y. 11251	A/C 212 834-2633/2634 AV 456-2633/ 2634	0700-1600, Mon.-Fri.,
Naval Air Station BRUNSWICK, Maine 04011	A/C 207 921-2557 AV 476-2557	Bldg. 585, 0800-1200, 1300-1630, Mon.-Fri.
Naval Air Station CECIL FIELD, Fla. 32215	A/C 904 771-3211 Ext. 8155 AV 434-1730	Bldg. 24, 0745-1600, Mon.-Fri.
Naval Station	A/C 803	Bldg. 180,

Naval Base CHARLESTON, S. C. 29408	743-5425 AV 794-5425/ 6155	0730-1600, Mon.-Fri.	NORFOLK, Va. 23521		0800-1200 Sat.
Naval Air Station CHASE FIELD, Box 10 Beeville, Tex. 78102	A/C 512 FL 8-1120 AV 861-2531	Admin. Bldg., 0800-1630, Mon.-Fri.	Naval Support Activity LONG BEACH, Calif. 90801	A/C 213 547-6805 AV 360-6038	Bldg. 22, 0730-1600, Mon.-Fri.
Housing Referral Office Code 096	A/C 415 671-2741	Bldg. 1A-15, 0730-1600, Mon.-Fri.	Naval Support Activity, VALLEJO, Calif. 94592		
Naval Weapons Station CONCORD, Calif. 94520	AV 730-1550 Ext. 2741		Naval Station MAYPORT, Fla. 32228	A/C 904 246-5344/5570 (PSCO) AV 460-8344	Bldg. 210, 0800-1600, Mon.-Fri., Thurs. until 1900
Housing Office Naval Air Station CORPUS CHRISTI, Tex. 78419	A/C 512 937-3125/ 3126 AV 861-3336 AV 884-1101 Ext. 5-6277	Bldg. E-24, 0730-1600, Mon.-Fri.	Naval Air Station Code 23500 Millington, Tenn. 38054	A/C 901 872-1711 AV 966-5281	Bldg. South-7, 0800-1630, Mon.-Fri.
U. S. Naval Air Station CUBI POINT, Philippines FPO San Francisco 96654		Admin. Bldg., 1st Floor, 0700-1600, Mon.-Fri.	Naval Air Station MIRAMAR San Diego, Calif. 92145	A/C 714 271-3608 AV 959-3614	Bldg. M-244, 0730-1600, Mon.-Fri.
Naval Training Center GREAT LAKES, Ill. 60088	A/C 312 688-2198/4765 AV 792-2198/ 4765	Bldg. 1-A, 0745-1600, Mon.-Fri.	Naval Air Station Code A-1 MOFFETT FIELD, Calif. 94035	A/C 415 966-5334 AV 462-5561, 2 or 3 302047 Ext. 533	Bldg. 42, 0800-1600, Mon.-Fri.
U. S. Naval Station Box 52 GUAM FPO San Francisco 96630	339-7117/3132	Bldg. No., BKS NR 1, 0745-1630, Mon.-Fri.	U. S. Naval Support Activity NAPLES, Italy FPO New York 09521		AGNANMO, Admin. Bldg., Room G22
Naval Construction Battalion Center Code 454 GULFPORT, Miss. 39501	A/C 601 864-6220 AV 363-4481 Ext. 481/586/ 587/588	Bldg. 54, 0700-1530, Mon.-Fri.	Naval Submarine Base Box 23 GROTON, Conn. 06340	A/C 203 449-3874 AV 241-3874	Bldg. 137, 0800-1630, Mon.-Fri.
Naval Air Station P. O. Box 90 JACKSONVILLE, Fla. 32212	A/C 904 772-3284 AV 942-3284	Bldg. 955, 0800-1630, Mon.-Fri.	Naval Education & Training Center NEWPORT, R. I. 02840	A/C 401 841-4285 AV 948-4285 A/C 804	Bldg. 1, 0745-1615, Mon.-Fri. Bldg. CEP-26,
U. S. Naval Station KEFLAVIK FPO New York 09571			Naval Station 8903 Hampton Boulevard NORFOLK, Vir. 23505	444-3182/2479 AV 690-3182/ 2479	(TEMP HRS.) 0800-1700, MON.-Fri., 0800-1600 Sat.
Naval Air Station KEY WEST, Fla. 33040	A/C 305 296-3511 Ext. 207/530 AV 894-3400	Bldg. 135, 0800-1630, Mon.-Fri.	Housing Referral/PSC Naval Air Station NORTH ISLAND San Diego, Calif. 92135	A/C 714 437-6693 AV 951 + Ext.	Bldg. 697, Rm. 100, 0800-1630, Mon.-Fri.
Naval Air Station Code 11500 KINGSVILLE, Tex. 78363	A/C 512 595-6197 AV 861-1110 Ext. 6197	Bldg. 700, 0800-1630, Mon.-Fri.	Naval Air Station OCEANA Bldg. 321 Virginia Beach, Va. 23460	A/C 703 425-2236 AV 274-2236	Bldg. 321, 0730-1600, Mon.-Fri. Bldg. 2218
Naval Air Station LAKEHURST, N. J. 08733	A/C 201 323-2570/2680 AV 624-2570/ 2680	Bldg. 4, 0800-1630, Mon.-Fri.	Code 72 Naval Training Center ORLANDO, Fla. 32813	A/C 305 646-4617-5628 AV 791-4617/ 5628	0730-1600, Mon.-Fri.
Naval Air Station LEMOORE, Calif. 93245	A/C 209 998-3225 AV 949-3225	BOQ Wing B, Rooms 133 & 115, 0800-1630 Mon.-Fri.	Public Works Housing Office Naval Air Station PATUXENT RIVER, Md. 20670	A/C 301 863-3260 AV 356-3260	Bldg. 504, 0930-1500, Mon.-Fri.
Naval Amphibious Base Little Creek Bldg., 3006	A/C 703 464-1091/7537 AV 680-7537	Bldg. 3006, 0800-1700, Mon.-Fri.	U. S. Naval Station Box 9 PEARL HARBOR, Hawaii FPO San Francisco 96610	A/C 808 432-8240/6193	Bldg. 93, 0800-1600, Mon.-Fri.
			Naval Air Station PENSACOLA, Fla. 32508	A/C 904 452-3393/4 AV 922-3393/4	Bldg. 635, 0730-1600, Mon.-Frc.
			Naval Support Activity PHILADELPHIA, Pa. 19112	A/C 215 755-3095 AV 443-3461	Bldg. 104, 0800-1600, Mon.-Fri.
			Naval Air Station Code 664 POINT MUGU, Calif. 93042	A/C 805 982-7898 AV 873-8457/ 7781	Bldg. 1, Rm. 110, 0745-1615, Mon.-Fri.

Naval Construction Battalion Center, Code 313 PORT HUENEME, Calif. 93043	A/C 805 982-4885/4706 AV 360-4885/4706	Bldg. 354, 0800-1630, Mon.-Fri.
Naval Hospital PORTSMOUTH, Va. 23708 Code 811 PUGET SOUND Naval Shipyard Bremerton, Wash. 98314	A/C 703 A/C 206 478-2747/8 AV439-2747/8	Bldg. 206 0800-1630, Tue.-Fri.
Box 1 U. S. Naval Station ROOSEVELT ROADS, Puerto Rico FPO New York 09551	AV 431-3371	
U. S. Naval Station ROTA, Spain FPO New York 09540	AV 727-1110 Ext. 2753	Bldg. 210, 0830-1730, Mon.-Fri.
Naval Station Box 105 SAN DIEGO, Calif. 92136 Naval Training Center SAN DIEGO, Calif. 92133	A/C 714 235-1358 AV 958-1358 A/C 714 225-3409 AV 957-3409	Bldg. 225, 0730-1600, Mon.-Fri. Bldg. 202, 0730-1600, Mon.-Fri.
U. S. Naval Communication Sta. SAN MIGUEL, Philippines Box 2 FPO San Francisco 96656	886-3270	Bldg. 7400, 1000-1200 & 1300-1500, Mon.-Fri.
U. S. Fleet Activities SASEBO, Japan Box 36 FPO Seattle 98766 Active Duty Personnel Office	237-3414/3450 335-5600 Ext. 209	Admin. Bldg., Box 36, 0800-1630, Mon.-Fri. Bldg. 17 0800-1630 Tues.-Sat.

ATTN: Mrs. Martin
Naval Air Station
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U. S. Naval Station
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FPO San Francisco 96651

Naval Station TREASURE ISLAND San Francisco, Calif. 94130	A/C 415 765-5130 AV 869-5130/5139	Bldg. 31A, 0745-1615 Mon.-Fri.
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Naval District Washington, Anacostia WASHINGTON, D. C. 20374	A/C 202 433-2028/2029 AV 288-2028/2029	Bldg. 57, 0730-1600, Mon.-Fri.
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Naval Air Station Code ADRS WHIDBEY ISLAND Oak Harbor, Wash. 98278	A/C 206 257-3350 AV 820-3350	Bldg. 12, 0800-1600, Mon.-Fri.
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Naval Air Station ADPF WHITING FIELD Milton, Fla. 32570	A/C 904 623-3643 ext. 538 AV 436-1850	Bldg. 1415, 0730-1600, Mon.-Fri.
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U. S. Fleet Activities Code 130 YOKOSUKA, Japan FPO Seattle 98762	Ext. 234-5089	Bldg. G-110 0800-1630, Mon.-Fri.
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Below: Guesthouse information at other installations is provided by Personal Services Center.



'HER HORIZONS ARE LIMITED'

USS WILLIAM R. RUSH

The ship is old, yet she hides her age. Wear and tear seems to show only where expected, as with the overlay paneling in the wardroom and, possibly, in the cramped and well-used living spaces. Age shows, too, on the mess decks where at least 32,850 meals have been served since her commissioning. That's a lot of meals, but then USS *William R. Rush* (DD 714) has had an active 31-year career.

These days *Rush* no longer deploys to the Mediterranean or takes the long way home—as she did in 1972. Then she made a round-the-world return to her home port on the East Coast via the Pacific Ocean and Panama Canal from a starting point in the Middle East. Those were the days, for *Rush*, of the long hauls and the seven-month deployments. In her career with the active fleet she made a total of 13 Med deployments.

These days it's a different story, but she isn't growing barnacles either. The word deployment has given way to another term—Reserve training.

Since early 1973, *Rush* has been a unit of Destroyer Squadron 28. Her mission involves the Naval Reserve Force (NRF) and she, specifically, drills selected Reserves from the greater New York area.

When she joined NRF her complement was reduced by approximately 100 men. The slack is taken up by an equal number of selected Reserves who drill aboard *Rush* at sea each month. The nucleus crew—Regular Navy officers and men—is *Rush*'s backbone. They keep



Above: Selected Naval Reservists from the greater New York area drill aboard Rush each month. She operates out of New York City in support of the Naval Reserve Force.

her going day by day, and perform all the chores normally associated with an operating unit of the fleet, besides maintaining necessary equipment and gear aboard. At sea, the selected Reserves fill in the blank spaces and work side by side with the ship's regular crew.

Among her officers in the nucleus crew there are five graduates of the Naval Academy. They are quick to dispel any idea that they are serving in the "backwater" of the Navy. To them, and all aboard, *Rush* is an important unit of the operating forces. They are also quick to counter any criticism of their Reserve contemporaries.

"There's a certain amount of discrimination against Reservists and their ships," said Lieutenant Mike Thomas of *Rush*.

Rush's Operations Officer, Lieutenant Allan D. Wall, pointed out, "We do the same things as regular fleet units. We may even do them better. For instance, we qualified in our annual gunfire exercise the first time around.

"As recently as October, we racked up 16.6 hours' 'ping time' on sonar. That's the length of time we were right on top of subs, tracking them with our scopes. Tracking a sub these days is no easy task."

Both lieutenants admitted that their "indoc" upon reporting aboard *Rush* was responsible for their getting off on the right foot. "I reported from the cruiser *Newport News*," said LT Wall. "The exec sat me down and explained the ins and outs of the Reserve program right there. That helped. His main point was that we work under extremely difficult conditions. We see new faces every time at sea—it's not like having the same crew around all the time."

What about the Reservists themselves? "These guys know their stuff. They've been there and they've done it all—in Vietnam and other places. They have the campaign ribbons to prove that they've been around," said Wall.

"It would be a pleasure to serve with these guys in a tight situation," he said.

Mike Thomas added, "We're 60-40 manned. The Reservists make up 40 per cent of our crew when he head to sea. The Bureau of Naval Personnel computes

the manning levels; we're assured—in case of war—that a trained crew will take over the ship.

What's it like to be homeported in New York City, far from any naval facility? There are some frustrations in the high living costs and lack of normal military facilities.

"It's good duty," said one chief boatswain's mate, "but I'm glad I got my orders to move on."

But New York is a mecca for some on board, and many crewmembers specifically requested duty with the NRF. "Some of the crew would rather have this kind of duty above anything else," said one officer.

The majority of the enlisted crewmen live at Mitchell Field, an old Air Force base at Bethpage, L. I. Most of the officers live at Fort Totten in Queens, on the other side of the Throg's Neck Bridge. Fort Totten is a small post which supports the National Guard in the area. It could be called a "weekend fort," bursting its seams on Saturdays and Sundays, while presenting a lonesome picture during the week.

Queens—or at least the area near Fort Totten—is a lively, bustling borough, compared to the more-quiet reaches of the upper Bronx, but the catch lies in the 75-cent, one-way toll charged on the Throg's Neck. Liberty call, therefore, dictates crossing the Bronx and heading for mid-town Manhattan.

"Trips to and from Manhattan are few and far between," said one Navy wife. "New York is a place that takes quite a bit of time to get used to; there's always the fear of getting lost on those subways."

Rush's operations are not strictly limited to operations off New York City. In March 1975, for instance, the ship paid a three-day, Bicentennial visit to Albany. In April, *Rush* operated for a couple of weeks in the Jacksonville, Fla., area and made a port call in the Bahamas. Tender availability—for two weeks—took place at Mayport, Fla.

"It's nice to be on the move," said Wall. "That's what a sailor's life is all about. But there's one thing for sure when you're aboard an NRF ship: There's no use dreaming about a Med deployment and calling at one foreign port after another.

"But, we can enjoy the ship driving she offers. *Rush* may be old but is she ever responsive!"

Below: LT Allan D. Wall, left, checks with the helmsman while standing Officer-of-the-Deck watch.



USS GEORGE K. MACKENZIE

'SHE'S GOT HERITAGE'

Story by JO1 Paul Long;
photos by JO1 Long and
PH2 J. Kristoffersen.



Above: USS George K. MacKenzie (DD 836) refuels. Right: MacKenzie resumes screen station astern of USS Wichita (AOR 1).



Destroyers like her have nearly disappeared, making way for newer, more sophisticated ships packed with computerized technology. Still, USS *George K. MacKenzie* (DD 836), built some three decades ago, still prowls the Pacific.

The many modern conveniences on newer ships throughout the fleet cannot be found aboard this late WW II-vintage destroyer. Size and design are largely to blame. There is no room on board for a crew's lounge, nor for a closed-circuit television system. Push-button technology hasn't found its way above—or below decks, either.

There is, however, something intangible, but nonetheless pervasive, on *MacKenzie*—it bubbles up from her stifling hot engine rooms and pours over her sea-tossed decks.

The crew calls it pride.

Seaman Barry Conley senses the feeling while working on deck, performing routine safety checks on the orange life jackets surrounding him. Conley spent four years in the Army before joining the Navy—*MacKenzie* is his first ship. "I'd rather be on this ship than one of the newer ones," he says, "even though they have better air-conditioning."

Why?

"I like this old thing—she's got heritage," he replied.

The accomplishments of *MacKenzie* are numerous. Commissioned in Boston in 1945, she was named for Lieutenant Commander George Kenneth MacKenzie, killed during WW II while commanding the submarine USS *Triton* (SS 201). He was posthumously awarded the Navy Cross for heroism.

In her early years she saw combat action in Korea and patrolled the Formosa Strait. In 1962, she sailed to New York, where she underwent major overhaul to keep pace with the times. A helicopter deck supplanted one of her gun mounts and she received new antisubmarine weapons. As she moved into middle age, the tempo of her life increased.

MacKenzie escorted carriers in the South China Sea, helped recover four *Gemini* spacecraft and provided gunfire support off Vietnam.

She helped open a new era of American presence on the globe. In 1974 she was part of an Indian Ocean task force which visited Ceylon, Iran and Kenya.

Yesterday is gone—what about today?

The captain of *MacKenzie*, Commander Thomas Davis, admits his ship's presence in today's nuclear age seems a little incongruous. Still, he says that you can't discount her value to the Seventh Fleet.

CDR Davis doesn't visualize *MacKenzie* sailing alone into unfriendly waters. "It is entirely reasonable to expect we would be employed as part of an integrated force where the primary and secondary capabilities of all units could be used regardless of the apparent power or range of systems installed on individual units," he said.

The captain lives and works in a small stateroom which seems larger than it is through the judicious arrangement of furniture.

According to her skipper, 30 years of service have left few marks on *MacKenzie*. "General maintenance and preservation have kept the hull and equipment operating as efficiently and reliably as those of a newly commissioned ship."

But the time is coming when it will not be feasible to update her equipment and systems.

"It's not impossible to install modern systems in *MacKenzie*," he states, "but it is very expensive in a ship that does not offer more space."

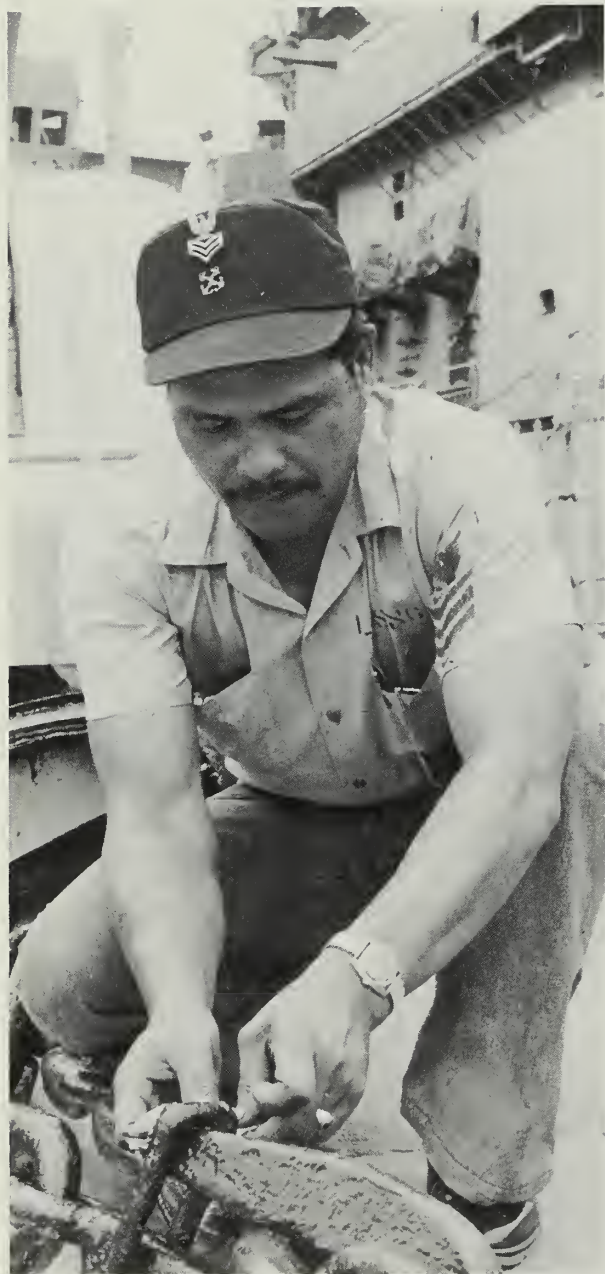
Does commanding an older ship present any special challenges?

"To me, the essential challenges of commanding a Navy ship are the same regardless of the age of the ship," he said.

"Many of the older hands have served numerous tours in similar ships and requested *MacKenzie* by name because of the type of ship and the reputation she has for reliability and high morale."

"I constantly stress that the age of a ship is a relative thing. If the fact that being 30 years old is used as an excuse for letting appearance and condition slide, then the ship will look 30 years old. A 30-year-old ship means there are 30 times as many sea stories to be told about the ship than one a year old. In all other aspects the old and new ships can have the same appearance. It's all a state of mind."

Boatswain's Mate 1st Enrique Losongco could tell you four years' worth of sea stories about *MacKenzie*. (Losongco is the subject of a story in the December 1974 issue of *ALL HANDS*, relating his meritorious ad-



vancement to BM1.) That's how long he's served on her. Losongco has all but single-handedly run *MacKenzie's* deck department. He is in charge of 37 men, all of whom know where he stands and they respect him.

"They do their work," he says, "and I give them plenty of latitude. If they goof off, well . . ."

In his 20 years of naval service, Losongco has served only two years of shore duty. "I like this ship," he says, "people stick together as a group, enlisted and officer. I only wish there were space for a lounge, you know, someplace to get away from the job after hours and write letters."

MacKenzie's mess decks serve as combination community center, movie house and library for 1st class petty officers and below. Officers and chief petty officers have their own combination wardroom and lounge or mess/lounge.

Professionally, *MacKenzie* offers Losongco and his men a 24-hour challenge. "No matter what you do, there is always rust. Ships like this are made of a type of metal that rusts easily. The newer ones have more aluminum, which cuts down on rust and corrosion. But I don't mind. When you work as hard as we do, time goes by fast."

"You learn all aspects of the boatswain's mate rating on this type of ship." Losongco feels that a seaman should serve on a ship like *MacKenzie* immediately after boot camp. "If you come here first, then go to a new ship," he explains, "you appreciate what you have on the newer ship."

Boiler Technician 1st Ira Neal appreciates what he has onboard *MacKenzie*—responsibility. Neal is responsible for *MacKenzie's* after fire room. That translates into \$4 million worth of engineering equipment, not to mention 13 men.

He emerges from his hot working environment sipping a cup of piping hot coffee. "It's better for you to drink this right after working down there, than drink something ice cold," he explains. "It's not such a shock to your system."

MacKenzie is Neal's fourth ship of the same type. He says he would have it no other way. "The engineering plant is so durable. It's self-sufficient. We can light off without an outside source. We don't need

Left: BM1 Enrique Losongco checks an anchor chain. Right: FA Richard Cox stands by at main control.

electricity to run the engines. If we lost the rudders we could still maneuver by varying the speed of our twin screws."

Neal says the "hole" where he works is a blisteringly hot place. Why does he do it? How does he convince the younger men that the job is rewarding?

"Someone has to do it," he replies. "As for me, I try to maintain good humor all the time. That definitely helps. I communicate with these guys. They understand me, and we all understand the job at hand."

For instance, they had just six days to get ready for a boiler inspection. "I didn't make any promises about liberty. I just said if we get the job done, we'd see about some time off after it's over." Each man worked 10 to 12 hours a day getting ready for inspection. That was in addition to his regular maintenance work and watches. Routine such as that is routine for fire room personnel.

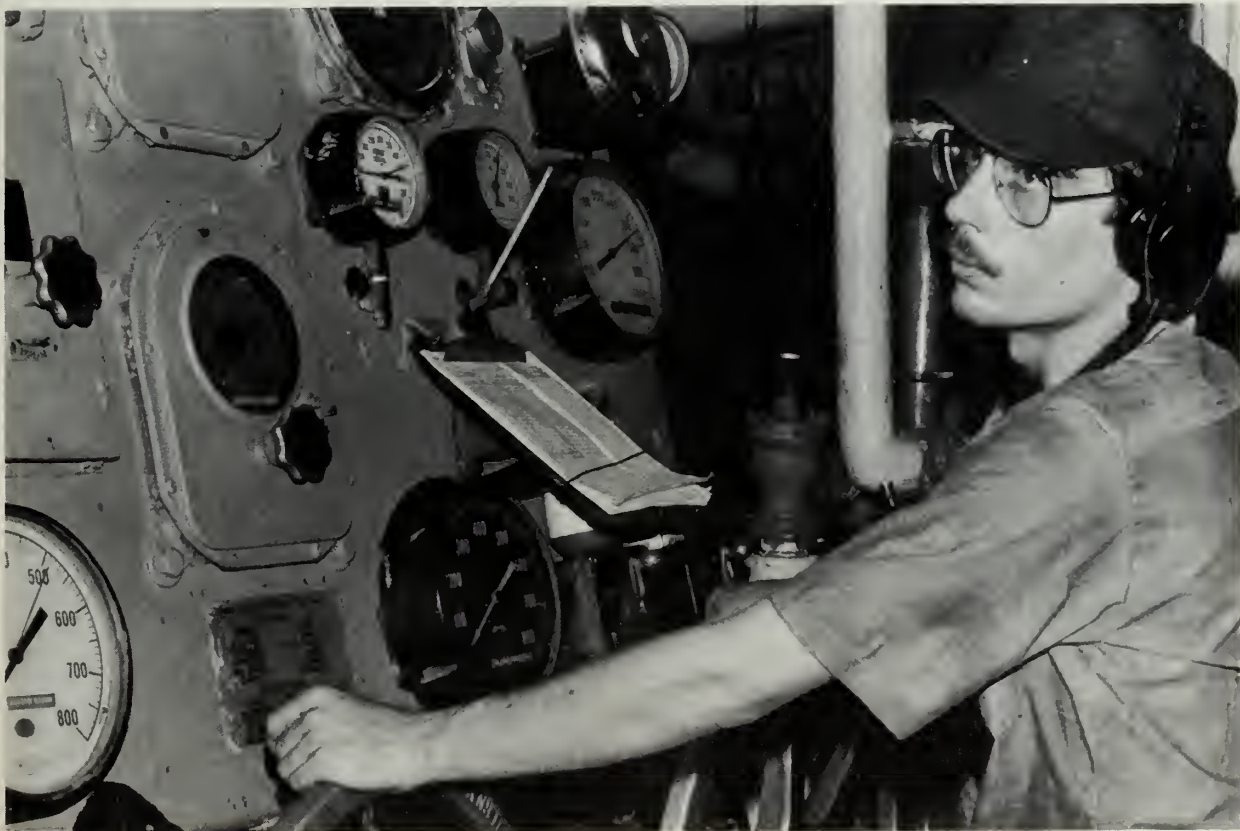
Neal glances at his grease-stained hands and admits he is willing to be transferred to another ship.

"I'm tired. I'd like to go to something that doesn't go to sea as much. I've reached my goal on *MacKenzie*. I've done the best I can do."

MacKenzie's guns are those that were installed on her during construction. Dependability and durability are obviously their forté. "I could shoot for three or four days with these guns and maybe have just minor problems," states Chief Gunner's Mate Norman Armstrong. The 49-year-old chief has been in the Navy 28 years. "I've served on everything from a battlegwagon to a destroyer escort," says Armstrong. "My favorite type ship is a heavy cruiser. Of destroyers, I prefer this type because they have my kind of equipment."

He says *MacKenzie's* guns rarely break down because they operate on a simple principle. "All we have are electricity and hydraulics," he explains. "Now on the new guns, you have electronics and microswitches, an altogether different breed of gun." Armstrong plans to retire in two years. He says it's time to make room for the younger men, and guns.

As she has so many times before, *MacKenzie* is scheduled to sail for the naval gunfire range near Subic Bay. Her crew will man their battle stations and practice shore bombardment. If they do as they have in the past, they will remain at general quarters for many long hours. They will sleep little—and so will she.



NAB Little Creek

Sports and Recreation

An occasional whaleboat race across the cove and back and frequent clandestine boxing smokers in the hold sum up the range of sporting activities available to the average seaman in the early days of the Navy. His hours were spent mending canvas sails and holystoning teakwood decks—there was little time for fun or sport.

Today's Navy boasts a worldwide sports network which proudly lays claim to several Olympic medal winners as well as All-Navy and Interservice "champeens." Organized Navy sports provide a myriad of diverse recreational outlets and clubs for sailors and dependents alike.

Naval Amphibious Base, Little Creek, Norfolk, Va. is one of those commands with a large, well-developed sports and recreational program. Incorporating more

than 20 intramural sports and numerous special interest and recreational facilities, the base's program exemplifies what can be done at the local command level in support of the Navy Sports Program. Having combined ingenuity, participation and enthusiasm, NAB Little Creek has something for everyone.

Boredom is probably the only pastime NAB Little Creek doesn't offer Navy men and women. There's simply no time or place to be bored. The base's 2147 acres are dotted with recreational facilities—tennis courts; soccer and rugby fields; baseball diamonds and football fields; an 18-hole golf complex complete with putting course, miniature golf and a driving range; a fully equipped gymnasium; a bowling alley featuring 40 lanes and a pro shop; beaches equipped with cabanas; picnic areas; horseshoe pits; an archery range; track; fishing lake; theater—and that's not all!

Additionally, special interest groups sponsor guitar and ballet lessons; tennis, judo and karate instruction; belly dancing; and exercise and slimnastic classes. For those inclined toward less active pastimes there are hobby shops—auto repair, woodworking and ceramics—camping, fishing, and boating. Highlight of the program is intramural league play in 22 major sports combined with numerous tournaments conducted in minor sports such as chess, table tennis and horseshoes. Every pastime that even the smallest group of active duty sailors, retirees or dependents could request is offered some time during the year.

"Our objective is to involve every sailor and dependent in some form of recreation," said Del Purdin, the base's athletic director. "We realize that everyone doesn't want to be a star quarterback or golf pro—and everyone can't be—but he or she does have an opportunity to participate in something on either a competitive or pastime basis."

Left: Golf ranks among the favorites of the Saturday morning crowd at Little Creek. (Photo by PH3 Kurt Olson)



The program has grown 80 per cent in the last five years. The majority of new facilities were constructed through the Navy's Self-Help Program. Little Creek's gym was once the home of a single basketball court. It also served as the base chapel. Today it comprises two basketball courts, several squash and handball courts, a boxing ring, two exercise rooms—one for men and another for women—a lady's sauna, a judo and karate studio, table tennis equipment, an athletic gear issue room which also houses rental lockers and a laundry service, and the athletic office.

Another facility constructed through Self-Help is the driving range. "We carved it out of a field of sand," said Purdin. "After hauling out tons of sand, we filled the hole with fertile soil and planted grass."

Most of the facilities—picnic areas, baseball diamonds, assorted pro shops—were built by base personnel and they're proud of their accomplishments. Skilled labor was provided by the maintenance department while continuing the upkeep of ongoing operations and grounds.

"I have seven men who help manage the Special Services operation of the entire base," said Bob C. Stumpf, assistant Special Services director. "These are all men who have been connected with the military so they identify with sailors and are familiar with their needs. That's the key to our job—working for the sailors."

Captain N. H. Olson, commanding officer, said the

Below: CAPT N. H. Olson, CO at NAB Little Creek, makes his 1000th skydive, proving he's not content with being a spectator.



program works well because "of the people directly in charge. They're enthusiastic and want to provide the fleet with the best athletic program possible. They're always searching for ways to improve it and are dedicated to involving as many as possible."

Actively involved himself, the captain is an avid skydiver with more than 1000 free-fall jumps to his credit. He is also a soccer and tennis player, swimmer, golfer and all-round athlete. CAPT Olson attends most major sporting events in an official capacity to present awards and congratulations, and monitor the program.

J. L. McGinty, Deputy Recreational Services Director, and Commander J. M. McCauley, the recreational services officer, are responsible for determining what that direction will be. CDR McCauley ensures that Special Services guidelines and base policies are followed and McGinty handles the never-ebbing tide of paperwork and promotion.

A constant concern in a program this size is adequate cash flow to maintain facilities, purchase equipment, pay scorekeepers and referees and finance expansion. A portion of the money is provided from nonappropriated funds and the remainder results from in-house activities. Little Creek Special Services owns and operates the bowling alley and bowling pro shop, golf and tennis pro shops, a small printing shop, and a boat and camper rental service. Earnings from these operations channel back into the program.

Special Services money is not used to support special interest programs such as judo lessons or tennis instruction. Special Services does provide special interest groups with facilities and guidance in conducting their programs. Financing is provided through dues, charges and donations.

"We've been told that it's easy for Little Creek to have an outstanding recreational program because we have the money," said Purdin. "Yet, it doesn't take money to get sailors interested and participating. We started with very little money and few facilities and built a commendable program."

Purdin also said local commands can use their own officials to cut expenses and use equipment in stock to start a league or hold a tournament. An influx of money isn't necessary. "Of course," he conceded, "money helps, but the essential ingredients are desire and enthusiasm."

For most of the program's officials, desire and enthusiasm translate into more than the usual eight-hour day or five-day week. "If you're going to have a successful program," said Purdin, "you have to be dedicated and willing to sacrifice some of your own time to accomplish the task. That often means 14- or 15-hour days and sometimes six- or seven-day weeks. This is especially true when major tournaments are being held."

As to whether the extra hours are worth the results, Stumpf added, "There's no better dedication and professionalism in the Navy than that found right here. We get our reward when we see sailors using the facilities and enjoying the programs."

Sports participation among the 34 ships homeported at the amphib base and its 37 tenant commands is centered around the Admiral's Cup competition—the nucleus of the sports program. The cups—one each to

the winning afloat and shore units—are awarded to the commands winning the greatest number of competition points during each year. Commands earn points not only for high placement in tournament/league play, but also for the number of competitions they engaged in. Sports participation, anywhere, can earn a command points whether the unit is underway holding a shipboard tournament in cribbage or in port playing basketball with a foreign team. Thus commands are credited not only for winning, but for the energy of their programs.

Competition is structured so ships can compete no matter where duty takes them. (If they need gear, it can be checked out from Special Services before getting underway.) USS *Boulder* (LST 1190), for instance, was away from Little Creek for six months during the last competitive year and still managed to accumulate enough points to win the afloat cup and the Atlantic Fleet sports award. During the same year, she also won several operational efficiency "Es" due, in part, to the esprit de corps built through her crew's sports participation.

The Admiral's Cup competition, for both shore and fleet units, is organized from the athletic office where Purdin and Fred Lockwood, the sports coordinators, keep the program running on an even keel.

With each of the 22 major sports a similar promotion and organizational procedure is followed. First, a flyer announcing the formation of a league and eligibility requirements is sent to NAVSURFLANT, COMPHIBTWO and all tenant commands. They, in turn, publicize the information in PODs, command newspapers and on bulletin boards.

Next, a formal notice providing details is distributed, followed by an organizational meeting with all team captains. "We don't dictate how their league will be run," said Purdin. "Our job is to coordinate the league and give guidance; that's exactly what we do. They tell us how they want to run the league, and from their input a set of bylaws is established."

Both Purdin and Lockwood firmly believe league management must emphasize democratic participation or the program will ultimately fail. If there is a conflict between the league's desires and Special Services guidelines, the manual (Special Services) rules. However, in cases where no specific instructions exist, a vote is taken and majority rules.

Finally, a schedule is prepared which includes shore-based commands only. Seagoing units are added on a weekly basis to ensure they will be in port and able to participate. "We found that this works best for maximum participation," the director said. "So many times, if you make a ship follow a straight schedule and it has to get underway, interest is lost due to forfeits and it drops out. This way there are no cancellations and no forfeits."

Each week after the league has started, Lockwood prepares a status sheet which lists standings of each team—resident and afloat—the last game's scores, and individual player statistics. "We find this helps keep individual interest alive. Everyone likes to see his name

in print and know how he stacks up with his competitors," said Lockwood.

At the end of each season, after all the tournaments have been played and the winners declared, the records are "closed out." The closing-out phase is extremely important to Little Creek's program, since it includes player and team statistics for each sport, suggestions for improvements, itemized expenses, and an up-to-date list of Admiral's Cup points with relative standings of each command.

A copy of the final statistics is sent to each command, even to those which did not participate. "Sometimes, this draws a command's attention to the program and it is encouraged to enter the next season. Also it serves to help spur interest in upcoming events," said Purdin.

Minor sports—those not in league competition—are conducted in much the same way as a major league with the exception of weekly stats. Since minor sports are conducted on a tournament basis only, they require less records and usually run for one to seven days.

A tournament's or league's conclusion is not all status sheets and post-play announcements. Celebration and an awards presentation include plaques, Olympic-type medals, jackets and trophies.

When an All-Navy or Interservice contest is hosted, which is often, the same types of awards are presented to winners and runners-up with the exception of one—a unique memento exclusively from Little Creek.

"Years ago, we thought of a gift which would say 'Thanks, men, for coming,'" related Purdin. "We wanted one that wasn't expensive and yet would be

Below: There's plenty of opportunity for Navy men and women to play tennis with more than 20 courts open year 'round, along with numerous tournaments.





Above: Sailing, always a favorite, is not neglected in the recreation program.

appreciated because too often a visiting athlete leaves a command without so much as a thank-you. To avoid that happening here, we present each participant in a major sporting event with a souvenir towel imprinted with the sport, name of base, and the year he participated. The appreciation has been overwhelming."

"When a team comes to the base for a sporting event, a luncheon or picnic is held in its honor. Team members are welcomed aboard, introduced to officials and made to feel at home. At Little Creek, this is considered to be very important," said CAPT Olson.

After seeing the sports and recreational program in action, one would think they've gone about as far as they can go. Not so, according to the director. "We have plans to install many more facilities and even start some new leagues." An indoor swimming pool, lights added to picnic areas, and individual stalls at the auto hobby shop are included in their plans.

For commands whose sports program lacks oomph and could use a boost, Purdin suggests the current operation be evaluated to determine if more facilities are needed to meet the desires of the personnel on board. Before launching a massive construction program,

however, it's necessary to meet the people and get their ideas. If you need a place to start, or some ideas about how to build, contact the Little Creek Athletic Office at Autovon 680-7478.

"Proceed on an experimental basis," suggests Purdin, "and publicize your plans. You have to take the view that a recreation program is a product which, in order to sell, must be made as attractive as possible."

He emphasized what works at Little Creek, may not work at another command. Said Purdin, "Our way is not necessarily the best, but it does work for us. We're willing to share our ideas with any command or athletic officer if they feel it may help get more people participating."

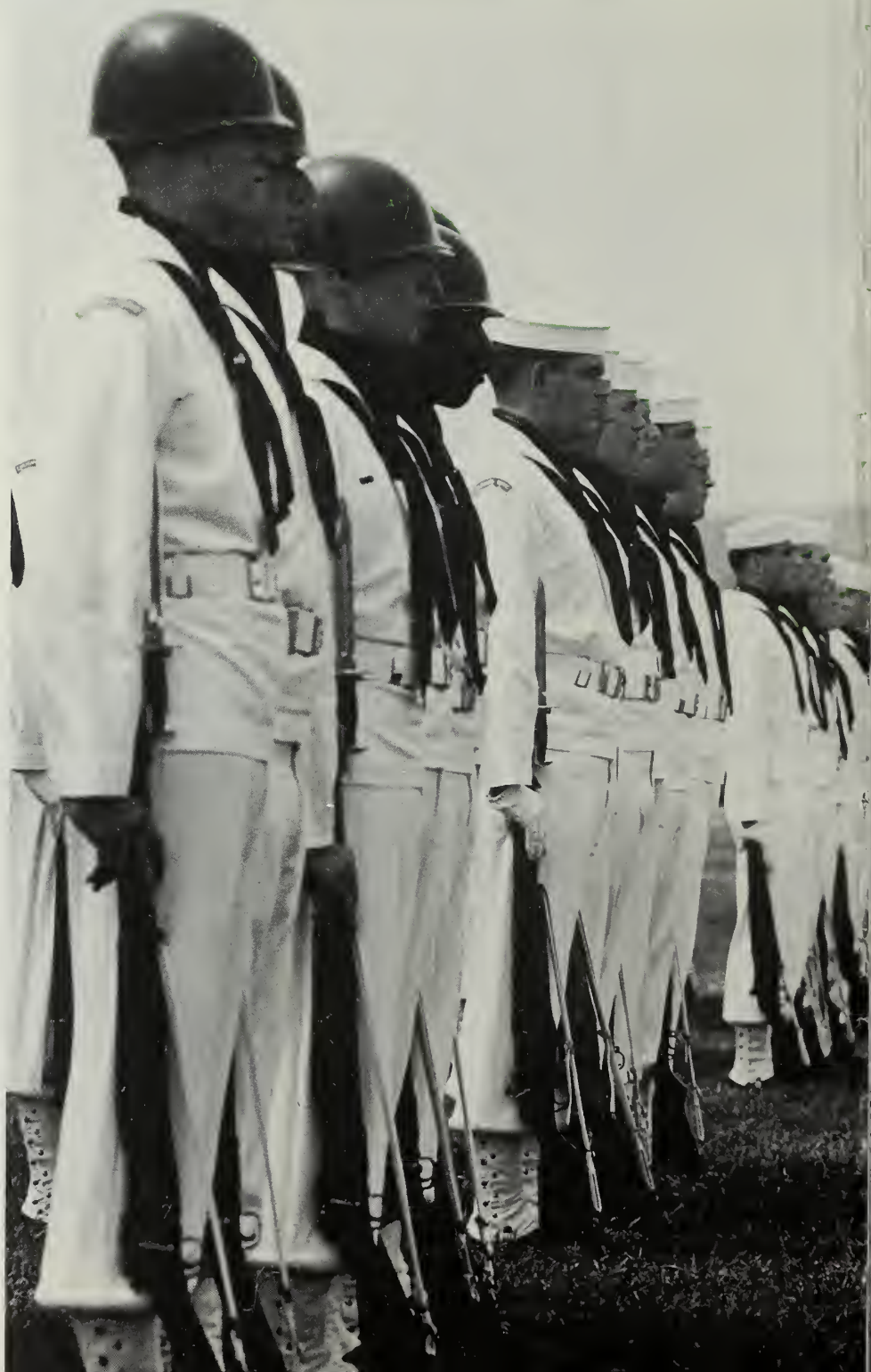
—By JO2 Dan Wheeler

Below: Boxing adds yet another dimension to the well-rounded sports program at the Amphib Base.



Bicentennial Visitors “Honor America”

—By PH2 Terry Mitchell





Armed Forces Week—1976—was marked in style in the nation's capital. Thousands of Bicentennial visitors to Washington, D. C., toured two display domes set up on the Washington Monument grounds; watched movies in a portable minitheater operated by the Navy; witnessed military drills; and listened to service bands and the Navy's famous Sea Chanters.

Pageantry, musical performances and displays all centered around the theme, "Honor America." Highlight of the week's events was a joint service salute to Medal of Honor recipients who served "Above and Beyond" for their country.

Joint service events were held on the weekends of 8-9 May and 15-16 May; Navy had its own day on 14 May.

Visitors saw a videotape show of the new Surface Effect Ship; displays dealing with the Navy





letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and give complete address. Address letter to Editor, ALL HANDS, Navy Internal Relations Activity, Office of the Chief of Information, Washington, D. C. 20360.

Safety Violations

SIR: I enjoy reading ALL HANDS very much. You put out some good information and have very interesting articles.

As an instructor, teaching Boatswain's Mate Training at the Naval Amphibious Base, Little Creek, Va., I have considerable interest in underway replenishment. Having just read your article in the January 1976 issue entitled "Mobile Logistics Support Force, Auxiliary Ship Navy," I have noted in some of your pictures several safety violations.

On pages six and seven, the bottom picture is showing linehandlers tending lines during highline transfer operations. The first thing I noted in the picture was that one man did not have his life jacket made up properly. With those tie ties flopping around loose he's just asking to be pulled overboard. The second man has tie ties that are not made up properly, but at least he has made an attempt to do them up.

The safety helmets appear to be the proper construction type, but none of the chin straps are under the men's chins. This is required during underway replenishment.

One man has his long-sleeved shirt rolled up instead of rolled down and buttoned. The men's trousers should be tucked into their socks. This is just excess cloth that could get fouled if the rig should part.

Gentlemen, in almost every picture that I have seen on underway replenishment there are numerous safety violations. It is this type of supervision that gets people hurt or killed.—BMC Roger R. Black, USN.

● *We're grateful for your kind comments about ALL HANDS and also for pointing out to us some of the safety violations. We are passing them on to the Fleet.—ED.*

A New Enlistee

SIR: Having read many past issues of ALL HANDS, I find it to be most informative and interesting. Having just enlisted in the Navy myself, ALL HANDS has shown the many aspects of Navy life, both ashore and at sea, Navy policies, Navy people, and current ship deployments. The Navy recruiter gave me these magazines since I like to read Navy literature.

I'm due to enter boot camp on 22 Jul

'76, and then to ADJ school in Memphis, Tenn. I'm very satisfied with the Navy's "Cache" (delayed entry) program under which I have enlisted.

Many people of my age are very liberal toward military service and current foreign policy.

I am very proud of the U. S. Navy and am excited to serve in today's modern Navy. I look forward to sea duty and serving as an aviation machinist's mate.

SR W. E. Dutton, USNR

● *Thanks for those kind words. Good luck to you in your Navy career.—ED.*

Early Reenlistment

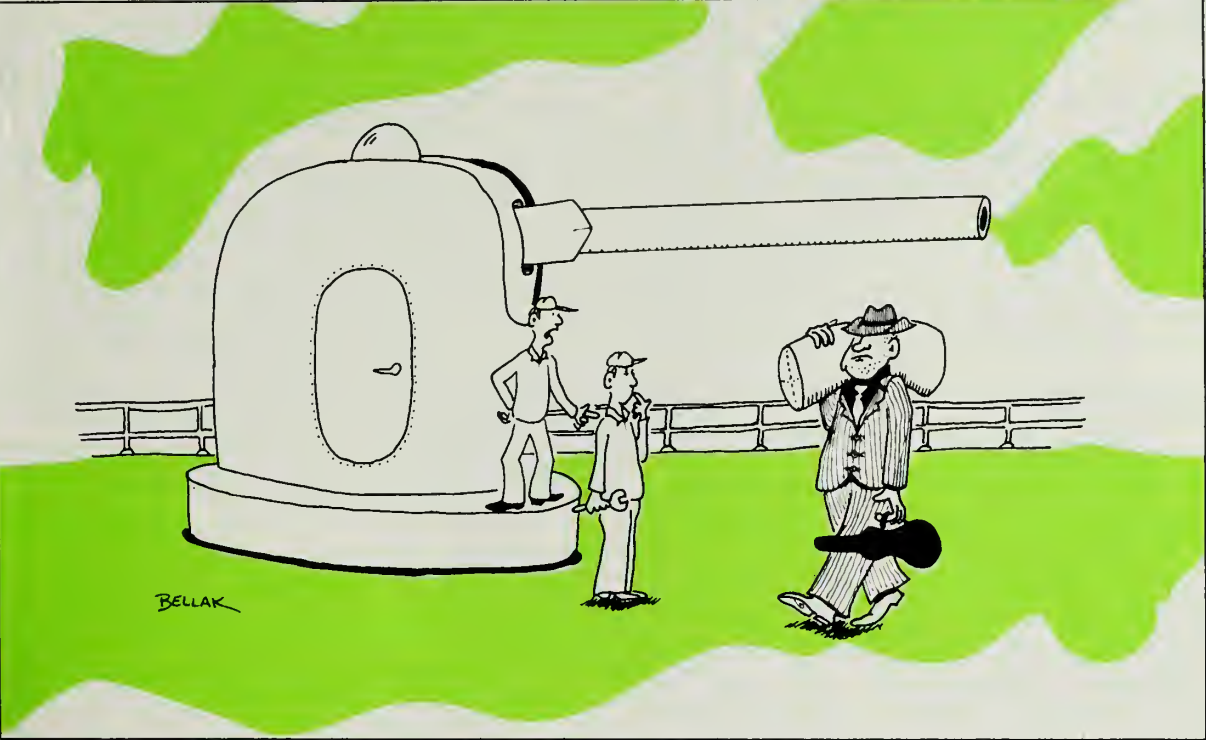
SIR: I would like to know if I am eligible in all respects for an early reenlistment? I was recruited in the Republic of the Philippines in September 1973 and signed for a six-year enlistment. I wish to become a U. S. citizen and one of the requirements is that I have to ship over. The question is, am I qualified for an early reenlistment, and if so how do I go about this process?

Also, if I am eligible for an early reenlistment, am I qualified to receive my SRB?—EM3 G. A C.

● *You may be discharged early in order to meet the reenlistment eligibility requirement for naturalization. You must, however, reenlist while serving in the United States or one of the U. S. territories (see BuPersMan 6210180). Commanding officers have the authority to discharge a member one year or less prior to normal expiration of enlistment, or enlistment as extended, for the purpose of immediate reenlistment. Discharge more than one year early requires approval of the Chief of Naval Personnel. Such requests should be addressed to the Bureau of Naval Personnel (Attn: Pers-5221).*

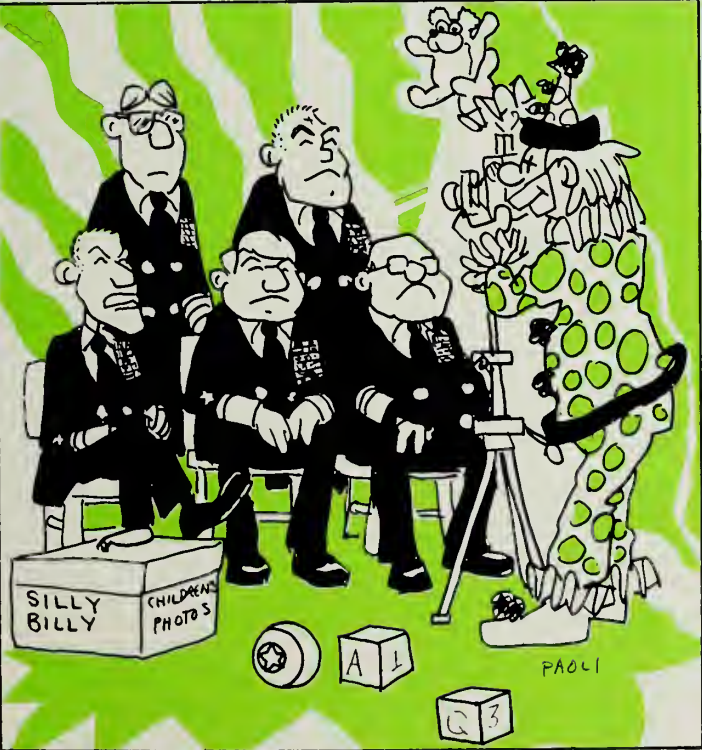
A member who has received a bonus (regular or selective) based on present enlistment contract and who reenlists early for the purpose of obtaining eligibility for naturalization, will be required to pay back the bonus for that portion of the contract not served.

Members reenlisting early, who are eligible for SRB entitlements upon reenlistment in accordance with BuPers Instruction 1133.26, will have the unserved portion of the present enlistment contract deducted from the reenlistment term in establishing the SRB entitlement.—ED.



"He must be our new gunner's mate."

Cartoons



"I wonder what happened to the regular photographer?"

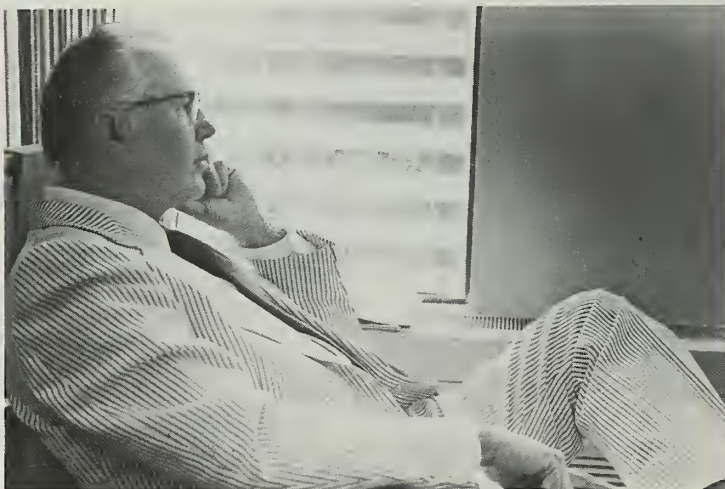


"Nothing personal, Art, but we just got word from the top to get rid of all excess personnel."

TAFFRAIL TALK

Three hundred and twelve issues later, John A. Oudine has ended his long association with ALL HANDS Magazine. Spread out over a period of 26 years, that may not seem like a lot of issues, but it comes to filling more than 19,968 pages and selecting 624 front and back covers—to say nothing of special editions which, at times, ran better than 98 pages each.

John Oudine has put a lot of time, effort and plain sweat into ALL HANDS. The last 13 years he served as the magazine's editor and it staggers the imagination when one thinks of the countless ideas that flowed from him month after month. Now we know



why editors sometimes sit and stare out of windows for long, long moments, letting the ideas flow and develop and jell.

John's government service stretched over a period of 33 years, beginning in World War II when he served in the Pacific on the staff of ComAirSoPac and Carrier Air Group 15. Following the war, he continued for a time as a lieutenant commander in the inactive Naval Reserve.

A graduate of Columbia with an M. S. in journalism, he served as an information officer with the United Nations in China. Later, he was one of a two-man staff on the old BuAer News, now NavAirNews. He then switched over to the Bureau of Naval Personnel, working on the Naval Reservist and ALL HANDS.

During his time with the magazine, John served under no less than 10 chiefs of the Bureau and, later, under two Chiefs of Information.

To this day, none of us know exactly how old he is. We only know he doesn't look a day over 50 (some say his appearance hasn't changed in the last 20 years). He carries himself ramrod straight as always.

The one thing he emphasized is that he's "not retiring," he's "merely leaving government service." This is to be expected. John is not the type to just sit in the sun and let the days go by.

Here's to you, John, and here's to your lovely wife, Elaine—may your days be long, may your copy sell and may your galleys be error-free as always.

Farewell, shipmate.

The All Hands Staff

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Rear Admiral Fran McKee, first woman line officer to attain that rank, talks with Admiral James L. Holloway III, Chief of Naval Operations, following her recent frocking ceremony at the Pentagon.





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INTERNATIONAL NAVAL REVIEW

JUNE 1976



ALL HANDS

MAGAZINE OF THE U. S. NAVY — 53rd YEAR OF PUBLICATION

JUNE 1976

NUMBER 713

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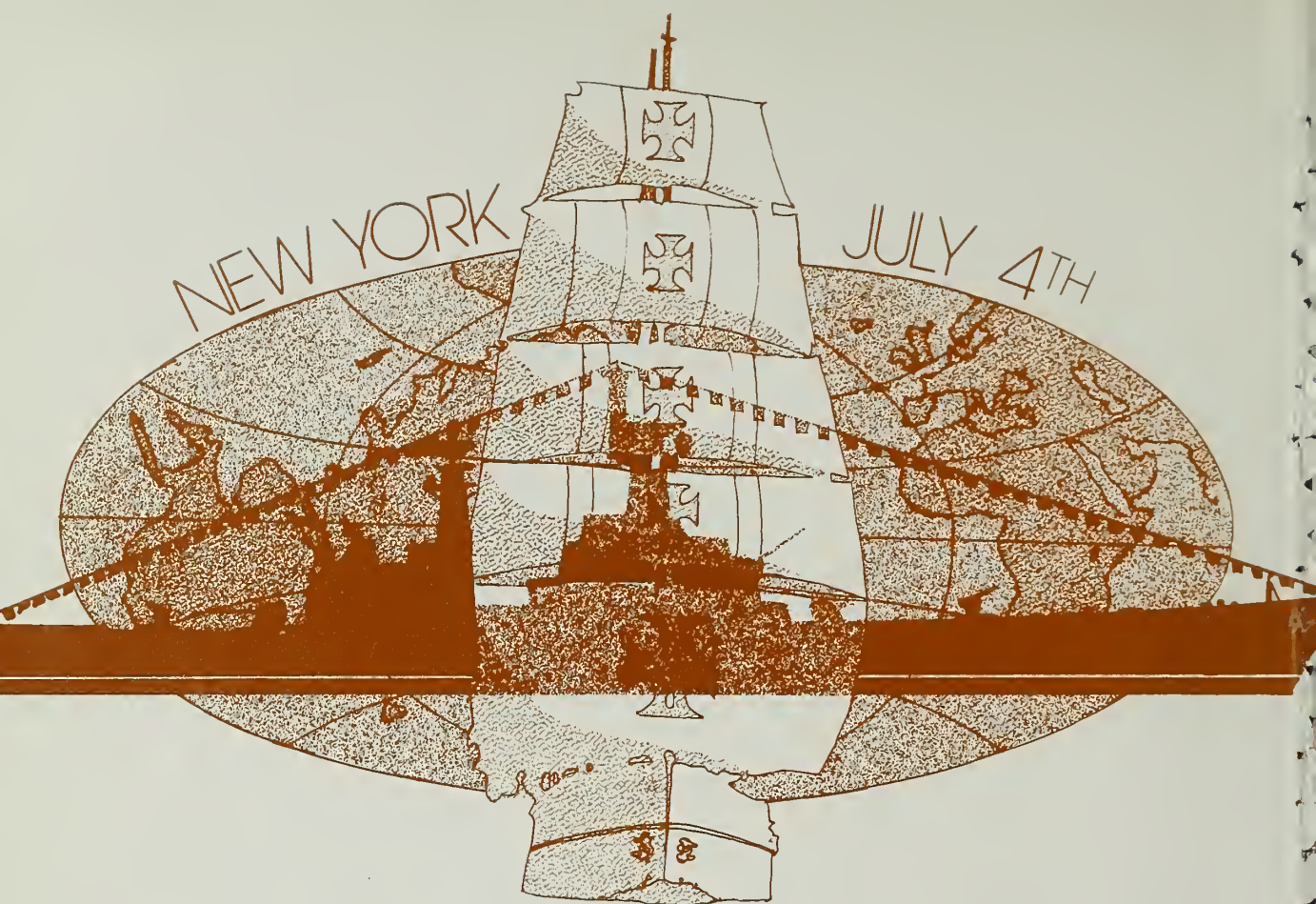
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LEFT: Every June 14 someone is bound to ask, "Why are the flags flying?" Flag Day is one of those occasions which comes year after year but hasn't really caught on—perhaps its overshadowed by July 4th. Yet Flag Day (a legal holiday in Pennsylvania) has only one purpose: show the flag and be proud. These are the massed flags at the Washington Monument in the nation's capital. They fly every day of the year, rain or shine, Bicentennial or no. (Photo by PH2 Terry Mitchell, USN.)

FRONT COVER: Led by the reviewing ship USS Wainwright (CG 28), ships and delegations from more than 40 countries will assemble in New York Harbor July 4th to participate in the Fourth International Naval Review. The painting, designed as a poster, is by NIRA's LTJG Bill Ray.

BACK COVER: Tall ships from around the world will rendezvous in New York Harbor on 4 July for the Bicentennial salute to our nation's maritime heritage. Painting by Navy Department artist John Landry.



INTERNATIONAL NAVAL REVIEW

—JO1 Tom Jansing

New Yorkers, and visitors to that city, will witness a spectacle next month that would have done Cecil B. DeMille proud: a line of 50 modern warships from some 30 countries, stretching along the Hudson River as far as the eye can see. This will be the International Naval Review (INR), part of a gigantic "birthday party," to be held in New York Harbor on Independence Day, and the first naval review to be held in that city since 1893.

Announced last July by Secretary of the Navy J. William Middendorf II, the Review is one of the U.S. Navy's major contributions to the nation's Bicentennial observance. Under the overall direction of Admiral Isaac C. Kidd, Jr., Commander in Chief, U.S. Atlantic Fleet, it will be held in conjunction with Operation Sail '76, a parade of about 225 sailing ships, and New York City's five-day-long Bicentennial celebration "Salute '76."

"You can get an inkling of the scale we're talking about," said New York Mayor Abraham Beame, "from

this one statistic: visiting naval officers and crews, alone, are estimated to number 25,000."

Led by the 80,000-ton aircraft carrier USS *Forrestal* (CV 59), the official host ship for the INR, units of the Review under the tactical command of Vice Admiral John J. Shanahan, Commander U. S. Second Fleet, include guided missile cruisers, frigates, destroyers, support ships, amphibious vessels, patrol boats, a mine-layer, training ships, minesweepers and a school ship.

Ninety-four maritime nations were invited to participate in the Review. Among the foreign participants will be frigates from Japan, Norway and Spain and destroyers from Australia, Brazil and Italy.

Other countries sending ships include Argentina, Belgium, Canada, Chile, Colombia, Denmark, Dominican Republic, Egypt, France, Great Britain, the Netherlands, Peru, Portugal, Romania, South Africa, Sweden, Turkey, Venezuela and West Germany.

Several other nations plan to send naval delegations. Among these are Bangladesh, Ecuador, El Salvador,

Finland, Ghana, Indonesia, Iran, Ireland, Israel, Nicaragua, Pakistan, Saudi Arabia, Senegal, Thailand and Uruguay.

More than five million spectators, including hundreds of thousands of visitors to New York, are expected to witness the Naval Review and OpSail parade. A fleet of more than 5000 yachts is also expected to be on hand and millions more will watch on national network television as well as from abroad via satellite.

International Naval Reviews have taken place in the U.S. over the years to celebrate unique historical events. The first was held in April 1893 in New York to commemorate the 400th anniversary of Columbus' discovery of America. Nine countries joined with the United States in saluting that milestone; President Grover Cleveland, on board the cruiser USS *Dolphin*, reviewed the assembled ships.

The U. S. Navy hosted the second International Naval Review in Hampton Roads, Va., in the spring of 1907. That event celebrated the 300th anniversary of the founding of Jamestown, the first permanent settlement in America. From the presidential yacht *Mayflower*, President Theodore Roosevelt reviewed more than 100 naval vessels representing six nations.

Nineteen years ago, in 1957, the 350th anniversary of Jamestown was celebrated. Then—Secretary of Defense Charles E. Wilson, embarked in the cruiser USS *Canberra*, reviewed ships from 18 countries in Hampton Roads for this third International Naval Review.

Ships at next month's Fourth INR will rendezvous 200 miles off the coast on 2 July and steam in three columns toward New York Harbor, passing Ambrose Light, at 0630 on the 3rd. At 0800 the armada will form a single, 20-mile-long column led by Commander Second Fleet's flagship USS *Wainwright* (CG 28). After exchanging a ceremonial gun salute at the harbor's entrance with the firing battery at Fort Hamilton, the ships will anchor in the Upper Bay and in the Hudson River as far north as the George Washington Bridge.

At 1200 the next day, the Fourth of July, each ship

will fire a gun salute to the nation. An hour later, the senior U. S. official present, along with other dignitaries embarked in *Wainwright*, will steam southward from the George Washington Bridge to review the warships of these many nations as they lie at anchor, fully dressed and with rails manned. In addition, another 3000 official guests will watch the review from a front row seat—bleachers set up on the flight deck of *Forrestal*, which will be anchored just south of the Statue of Liberty.

After the review, the ships will tie up in Manhattan, Brooklyn, Staten Island, Hoboken, Jersey City and Port Newark. Pier spaces have been donated by the Port Authority of New York and New Jersey. Those ships tying up in New York will use the big, modern, passenger wharves in order to get closer to midtown—where all the action is. Only *Forrestal*, too big for pier-side berthing, will remain at anchor.

While tied up, ships will be open for public visiting from 1300 to 1600 on 5 and 6 July.

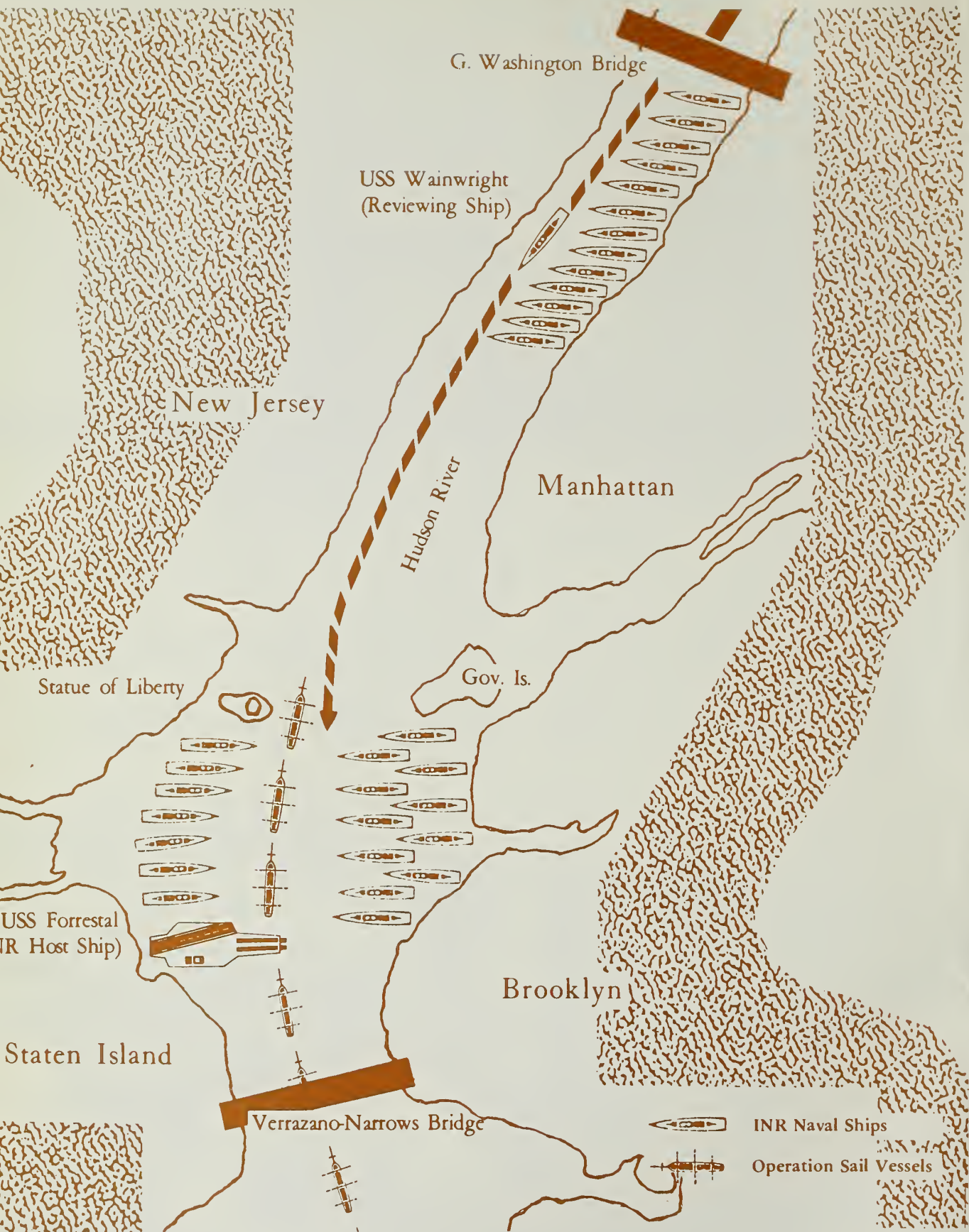
At noon on 6 July representatives of crews and bands from the naval and OpSail ships will march up Broadway in a ticker-tape land parade from Battery Park to City Hall. There they will be hosted by the mayor.

While in New York, Naval Review crewmen will also be able to attend jazz and band concerts, any one of more than 25 ethnic pageants, as well as cultural displays, parades, theater performances, religious observances and numerous historical reenactments, all part of Salute '76. Fourth of July activities will culminate in a dazzling fireworks display from barges anchored around the Statue of Liberty.

Most ships of the International Naval Review will depart New York on 7 July. Many will return to their own countries, but some will visit other U. S. and foreign cities—a great finale to a spectacular birthday.

The First International Naval Review, held in New York Harbor on 27 Apr 1893, included a gun salute to President Grover Cleveland embarked in USS *Dolphin*, a U. S. Navy cruiser. Painting by Kurt & Allison.







INR liberty in Fun City

What will 25,000 sailors do on liberty in New York City?

You probably have your own answer to that one, but for the city's week-long Bicentennial celebration there will be more than usual goings on around town.

Many will have a seemingly endless round of INR receptions to attend. These will be hosted by the U.S. Navy, the Coast Guard, ComThree, OpSail and others.

The USO has planned dances and recreation activities, and has available a large quantity of tickets for ball games, the theater, movies and other special events.

In addition, foreign sailors will be entertained royally by individuals and groups from NYC's many ethnic communities.

Biggest attraction for all hands is still Fun City—and what a place to visit during the July 4th week. That's when "Salute '76" will be underway—a nonstop, five-day-long Bicentennial celebration as big as the city itself. This will be capped by the largest public festival ever, the city's "July 4th in Old New York."

Festivities will begin on 3 July as residents from the Bronx and Queens bring out the bands and performing artists to greet the tall-masted OpSail ships sailing down the East River. That evening a parade 20,000 strong, complete with marching bands and floats, will move up Fifth Avenue in the opening event for Salute '76. A Central Park concert will follow.

Independence Day starts with a sunrise ecumenical service in Battery Park. Then on the high tide (1000), as scores of sailing ships parade into New York harbor, flanked by the naval vessels, the "July 4th in Old New York Festival" will begin. Among the free, day-long events will be historic pageants at City Hall, Customs House and Federal Hall; 25 ethnic festivals with music, dance theater, crafts and foods; civic ceremonies with local and visiting dignitaries; a U.S. Theater Pavilion with well-known actors and actresses reading selections from noted American writers; and parades and street

performers, along with indigenous American music.

Five free concerts are featured in the Old New York Festival. They are the "Newport Jazz Festival" at the World Trade Center, the American Symphony Orchestra at Battery Park, the New York Philharmonic Orchestra in Central Park, the U.S. Coast Guard Band at Inwood Park and the U.S. Navy Band at Riverside Park.

The day will be rounded out by a spectacular fireworks display from barges gathered by the Statue of Liberty.

On 5 July luminaries from the "Newport Jazz Festival" will return to "Swing Street" (52nd St. between 5th and 8th Avenues) and recreate the fabulous 1930s and '40s "Jazz Era." Free exhibitions, memorabilia and continuous performances of ragtime, big band, swing and traditional jazz will be the score.

While these events are going on, neighborhood and block associations will stage Independence Day celebrations throughout the city from 5-8 July.

As counterpoint to these local festivals, major museums and historic houses will highlight aspects of American art and Revolutionary history. The Brooklyn Museum's exhibit "American Folk Sculpture" will display objects in American folk art; The Whitney Museum of American Art will exhibit "200 Years of American Sculpture;" The Museum of Modern Art will explore "American Film Comedy."

Five exhibits at the New York Historical Society will look at the city's growth. The New York Public Library's exhibition "The American Idea: Discovery, Revolution, Independence" contains 17th and 18th Century documents, maps, paintings and drawings. The Museum of the City of New York will have a continuous multimedia presentation, "Revolution in New York."

Parties, concerts, dances, parades, ethnic festivals, museum displays—it may be too much for even 25,000 sailors to take it all in, but they'll have fun trying.

Doing the INR unscramble

It sounds like modern math, but it's not that simple. Fifty-six Navy ships, 25,000 sailors from 30 countries—along with 150 sailing ships in one harbor—adds up to one big scramble.

But thanks to Captain W. C. "Chuck" Larry, assistant chief of staff for operations at 3ND, and his staff,

the International Naval Review will prove to be the best show of the nation's Bicentennial.

Working out of their 72nd floor office in the World Trade Center Building, CAPT Larry's INR Coordination Center (INRCC) staff combined forces with New York City and OpSail planners and formed task forces of about 50 people each. Each task force looked into specific problem areas, considered all the angles, worked with related city departments (fire, transportation, sanitation, etc.) and held regular meetings to solve these problems.

Information from the task forces was fed into the INRCC computers and eventually the pieces began to jell.

"The help we received from New York City was outstanding," said CAPT Larry. "No other city could have worked this thing out—they're used to doing things in a big way here in New York."

Typical of the hundreds of minor details the INRCC had to solve was garbage removal from 56 naval ships as they lay at anchor in the harbor on 3 and 4 July. It would have cost \$1.75 million per day just to haul it away by barge, the INRCC learned. Their budget couldn't stand that kind of strain. The solution was a directive to all ships to hold their garbage on board until they tied up pierside after the review.

Not so easily solved, however, was the problem of slots for each ship following the review.

"After learning what ships each country was sending," said Yeoman 2nd Jerry Olague, "we had to get the statistics of each—their draft, beam, length and so on. Then this information along with pier availability was fed into the computer. Berths were then assigned.

"To double-check, we even had one officer go out and actually take soundings at each assigned berth making sure there wasn't going to be a draft problem."

That was just the beginning of the berthing headaches. Docking requests were numerous, and often conflicting. The Poles, for example, desired that all their ships be tied up in the same area. The New York Italian community asked if both ships could be pierside rather than in a nest as planned.

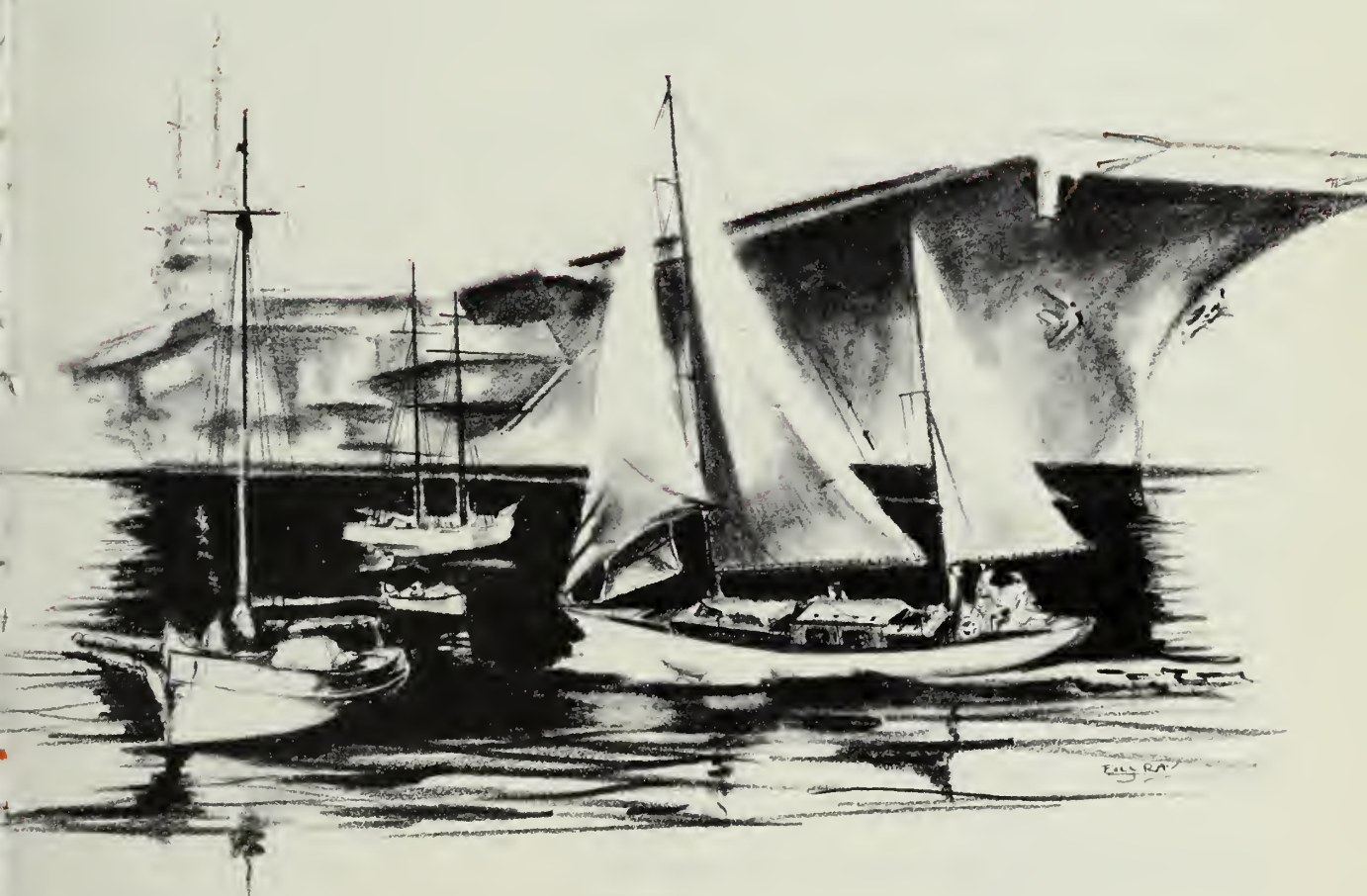
CinCLantFlt has requested that all foreign ships be tied up in Manhattan. However, the Italian community of Staten Island felt somewhat slighted because no Italian ships were scheduled to dock there. "That was worked out," said Olague, "when the Italian cruiser *San Giorgio* agreed to come into Staten Island a day early for a visit, and then return to sea the next day to form up with the other INR ships."

The INRCC docking plan was designed, also, to provide a good mix between guests and hosts. "We have arranged for American ships and foreign ships to tie up together as much as possible," said Olague, "so that



The ships of the International Naval Review will be reviewed by the senior U. S. official present, embarked in the guided missile cruiser Wainwright (CG 28), steaming down the Hudson River from the George Washington Bridge to the aircraft carrier Forrester.

"That's a Coast Guard problem."



they can exchange visits."

Moving the ships from the review anchorage to their berths without creating a New York style traffic jam also presented a problem. Anchorages have been assigned in the order in which ships will move pierside.

Keeping the warships from tilting with the 5-10,000 small craft expected for the occasion was something else. "That's a Coast Guard problem," said Olague. "They will have several cutters directing traffic."

The Coast Guard also helped solve the problem of merchant ships in the crowded harbor on Review day. "They solved that," said Olague, "by issuing a Notice to Mariners closing the harbor to all commercial traffic on July 4th."

Will it all fit together on the big day? That haunting question dances through the heads of the INRCC people constantly. With all plans made, they can only sit back now and hope it doesn't rain on their parade.

INR: Here are those coming

INR SHIPS:

Argentina	Sail Training Ship*	Libertad
Australia	Guided Missile Destroyer	Hobart
Belgium	Sail Training Ship*	Zenobe Gramme
Brazil	Destroyer	Sergipe
Canada	Destroyer	Iroquois
Chile	Sail Training Ship*	
Colombia	Sail Training Ship*	Gloria
Denmark	Frigate	Peder Skram
Dominican Republic	Minesweeper	Prestol
Egypt	Presidential Yacht	Hurriya
France	Destroyer Coastal Patrol Vessel	Duperre Drogou
Federal Republic of Germany	Destroyer Support Ship	Hessen Gluckfburg
Italy	Destroyer	San Giorgio
Japan	Destroyer Training Ship	Nagatsuki Katori
The Netherlands	Guided Missile Destroyer Frigate Frigate	Tromp Holland Zeeland
Norway	Frigate	Trondheim
Peru	School Ship	Independencia





to the extravaganza

Portugal	Corvette Frigate	Honorio Bareto Afonso Cerqueira
Romania	Sail Training Ship*	Mircea
South Africa	Frigate	President Kruger
Spain	Guided Missile Frigate Sail Training Ship*	Asturias Juan Sebastian De Elcano (damaged in June)
Sweden	Minelayer	Alvsnabben
Tunisia	Destroyer	President Bourguiba
Turkey	Destroyer	Peyk
United Kingdom	Light Cruiser Frigate Frigate	London Bacchante Lowestoft
Venezuela	Destroyer	Zulia

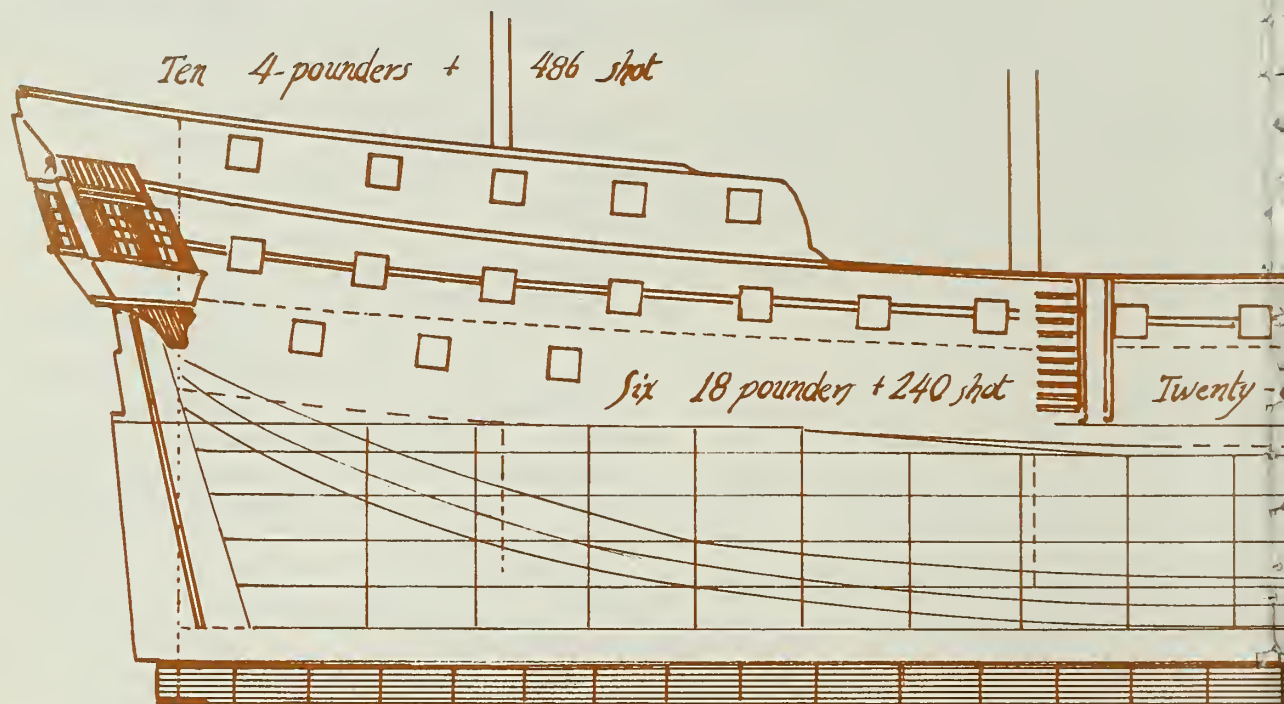
*Indicates the ship will represent the country in both the International Naval Review and Operation Sail '76.

INR DELEGATES

Bangladesh
Ecuador
El Salvador
Finland
Ghana
Indonesia
Iran
Ireland

Israel
Nicaragua
Pakistan
Saudi Arabia
Senegal
Thailand
Uruguay

In Search of the Bonhomme Richard



When it comes to *Bonhomme Richard*, historians all agree on one point: she was barely seaworthy when John Paul Jones took command in France in 1779, just weeks before his celebrated victory over *HMS Serapis*.

Frustrated by numerous attempts to secure a ship from France after having delivered *Ranger*, Jones was ready to accept anything which would get him back to sea. Finally, through Ben Franklin's diplomatic efforts, a barnacled, weather-beaten, deserted French merchantman—formerly *Duc de Duras*—was presented to Jones as his next command. At her helm, he won his monumental battle but lost his ship.

Today, after nearly 200 years under the surface of the North Sea, it's anyone's guess as to what is left of the "good man Richard."

In a project fraught with almost as much uncertainty as the original 18th century sea battle, a historical foundation has announced plans to locate and retrieve portions of *Bonhomme Richard*, particularly her artillery, from her noble grave. The three-year international effort by the Atlantic Charter Maritime Archaeological Foundation will be headed by retired Navy Captain Wayne L. Zimmerman.

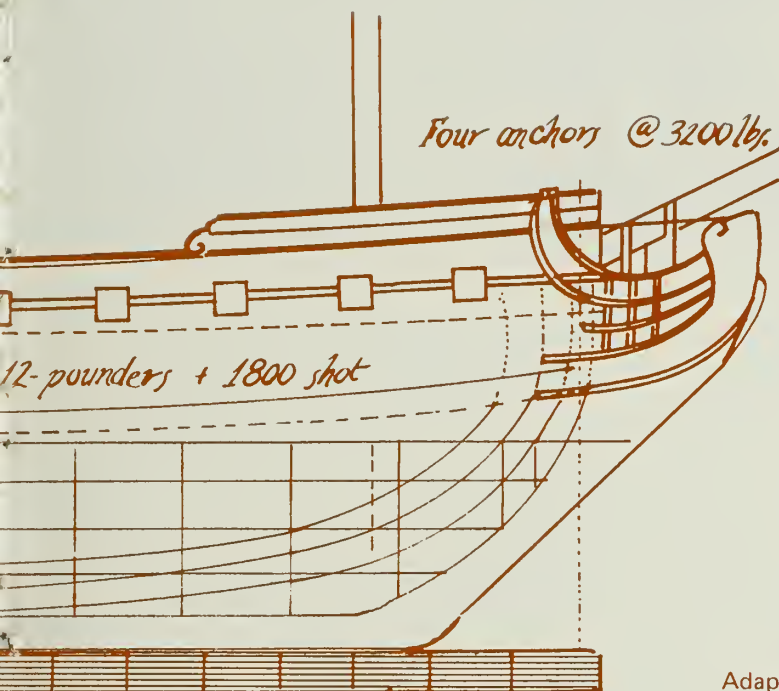
The captain, who is project director of the foundation's *Bonhomme Richard* expedition, outlined plans recently to the Naval Reserve Association's annual convention to locate and raise the illustrious Revolutionary War naval vessel from the depths off Flamborough Head by England's eastern shore.

The Foundation plans to seek out and locate *Bonhomme Richard* in two main phases:

- Phase I includes assembling the necessary resources, proceeding to England and conducting a concentrated search effort from June through September 1976. When the search begins, high-resolution sonar and electromagnetic equipment, augmented by underwater television and divers trained in archaeology, will be used to locate and identify positively what remains of the ship.

- Phase II is a three-year, scientifically oriented, archaeological excavation of the remains of the "Bonny Dick." The entire project should conclude in 1979, just in time for the celebration of the 200th anniversary of the battle.

The search area is a 42-square-mile triangle in the North Sea. The perimeters of the area were established



40 tons pig iron
40 tons refuge shot
20 tons shingles
30 tons stone

One stream anchor
@ 1600 lbs.
Two kedger
@ 500 lbs.

Rudder Pintles
gudgeons and chain
1300 lbs. if iron
1400 lbs. if bronze

Adapted from drawing by Norman Rubin.

after a thorough review of previous research accomplished by the noted historian, the late Rear Admiral Samuel Eliot Morison in preparation for his book, *John Paul Jones: A Sailor's Biography*, and through a comprehensive study of the ship's original logs, eyewitness accounts, currents and tides. Both sources describe the ship's position before, during and after the battle.

Preliminary investigations of the proposed search area indicate a water depth of 15 to 20 fathoms and a clean-swept, hard shale bottom. Both conditions are considered favorable for the methods of searching proposed by the Foundation.

Further narrowing the search area and increasing the probability of success, computers will be used to correlate geographical, geological, hydrographical and meteorological data.

It has been pointed out by some of those involved in the successful search for the Union ironclad *Monitor* that *Bonhomme Richard* may elude searchers because it may blend perfectly with other wrecks in the North Sea. Her wreckage is in an area where similar wrecks are known to abound and positive identification of one of these as Jones' ship may prove extremely difficult.


However, Dr. Harold Edgerton of MIT, one of the scientists involved in the successful *Monitor* search and president of the Foundation feels confident that Jones' vessel will be located and identified. Apparently, one of the keys to identification is the unusual circumstance that *Bonhomme Richard* was ballasted with a mixture of stones and 150 to 300 tons of iron ingots and cannon shot. While the hull will have largely deteriorated, the metal and boulders will remain, marking the wreckage. This ballast mound will be about 140 feet long; 40 feet wide, and six feet high.

Experts have established many criteria for determining if *Bonhomme Richard* has actually been found instead of a similar wreck:

- Identification of a large accumulation of scrap iron and boulders.
- Detection of French markings on the ship's cannon.
- Proof of blown-out breeches known to exist in two of the ship's 40 cannon.

If the wreck of *Bonhomme Richard* is actually located, and iron objects such as cannon are raised, scientists estimate that it will take from 12 to 18 months to complete the electrolytic "de-rusting" process nec-

Much still remains to be done before positive identification of iron ingots and cannon becomes necessary. Assembling the proper equipment and recruiting people with the required expertise is necessary at the onset. Next, the ocean floor in the suspected area must be mapped and all known wrecks identified. This is a mammoth project, but identification has begun and modern wrecks are quickly being excluded from further investigation through a process of elimination. Local fishermen and the Royal Hydrographic Office are assisting this phase of the operation.



Fed into a computer, this information, accompanied by data furnished by the British Royal Hydrographer's Office on 250 known wrecks since 1880, will help eliminate many potential targets by comparing known wreck locations to fastening positions. Fastenings determined to be vintage 18th century, of course, will be investigated by divers to ascertain if they could be the wreck being hunted.

CAPT Zimmerman stated that the Foundation will be using a precise navigational system, a high-resolution device that would be buoy-, shore- or shipboard-mounted provided by Decca Surveys. "We cannot say we found something until we can tell somebody where it is. We can't say where it is unless we have precise navigation," said the captain.

The *Bonhomme Richard* project has been approved by the American Revolution Bicentennial commission and the Council for Nautical Archaeology of Great Britain. The Under Secretary of the Navy has expressed willingness to assist the project with the loan of equipment.





Oil painting by Edward Moran.

The most celebrated naval engagement of the American Revolutionary War was fought off Flamborough Head on the eastern coast of England. The American ship *Bonhomme Richard*, a poorly armed former French merchantman (*Duc de Duras*), was pitted against a new and much superior British frigate, HMS *Serapis*.

In August 1779 Commodore John Paul Jones left France on a mission designed to disrupt British coastal shipping. *Bonhomme Richard*, accompanied by six smaller vessels skippered by French captains, set a course northwestward toward Ireland. Within two weeks' time, John Paul Jones had captured several prizes, thrown the Irish seacoast into a panic, and become the object of a fierce search by the British Admiralty.

During the deployment, however, two of Jones' ships deserted him and another, losing her way in a storm, returned to France.

In early September, after reaching north as far as the Orkney Islands, Jones turned south and began sailing down the eastern coast of Scotland. After three weeks, Jones abandoned plans to capture the port cities of Leith and Newcastle. He was in the vicinity of Hull and Scarborough when—on the afternoon of 23 Sep 1779—a fleet of more than 40 merchant ships was sighted, approaching from the north. These ships comprised a Baltic convoy bringing sorely needed naval stores from Scandinavia to Britain.

Jones quickly signaled his ships to form a line-of-battle, but his captains ignored the order. Realizing its immediate danger, the British convoy scattered for shore; the two escorting British warships bore down on Jones. *Serapis*, a new 44-gun frigate, paired off with *Bonhomme Richard*—the engagement began.

At the onset of battle, two of Jones' largest guns exploded, killing several crewmen. It was decided that the four remaining 18-pounders were too dangerous to fire. Thus Jones' main battery was out of action from the very beginning.

As the moon rose and spectators gathered on shore

to watch, Jones laid his ship hard against *Serapis*. It was then that Captain Pearson of *Serapis*, thinking that Jones was surrendering, asked, "Have you struck, sir?" Jones replied with those famous words "Struck, sir? I have not yet begun to fight!"

The two ships were now so close that the only way Pearson could get his lower gun ports open was to blow them off by firing his cannon through them. At this point in the battle, *Serapis* had let go an anchor and the two ships were locked in a death duel.

As the battle raged, sharpshooting French marines in *Bonhomme's* fighting tops picked off Englishmen on the decks of *Serapis*. Gun after gun fell silent. The fatal blow was dealt by one of Jones' men who climbed out on a spar over the English ship and dropped a grenade down an open hatch, setting off an explosion among cannon cartridges lying on the deck below.

By then, *Bonhomme Richard* was mortally damaged. Slowly sinking and burning furiously, she now had only her nine-pounders in action. But *Serapis* was so severely wounded after the explosion below decks that her captain finally surrendered, tearing down the red ensign with his own hands. The three-hour battle was over.

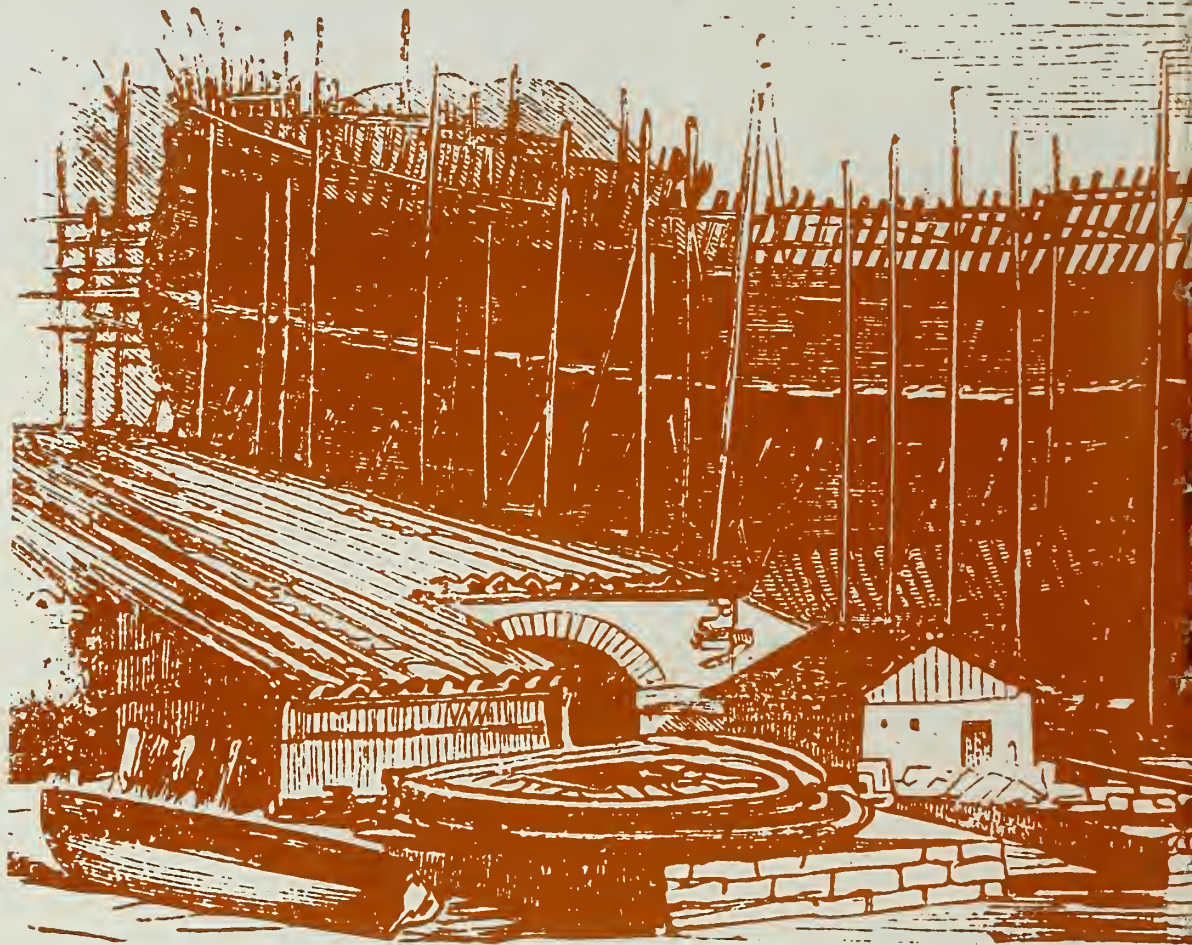
Now, efforts began in earnest to save *Bonhomme Richard*. For 36 hours, bucket brigades and ship's carpenters struggled in vain to keep her afloat. Finally, she was abandoned and, shortly before noon on 25 September, Jones and his men watched sadly—from the deck of *Serapis*—as their gallant ship disappeared beneath the waves.

Captain Pearson, though defeated, had saved his convoy and was subsequently knighted by King George III. Hearing this, Jones was reported as saying, "Let me fight him again and I'll make him a lord!" The young American Navy had fought and won against a superior foe at a time when a victory was badly needed. An American hero had emerged.

—LT Tom Davis, SC, USN

Shipyards

Midwives of the



The Navy may have been conceived in the Continental Congress, but shipyards acted as midwife. It took more than a decade to firmly establish the first shipyards, although many date back to pre-Revolutionary days. The War of 1812 assured the yards' success but those first few years—detailed below—were continual battles for existence.

At the outbreak of the Revolution, there was no active, oceangoing, Continental navy, only a small fleet called Washington's Navy. Acquired and outfitted for war, the ships, for the most part, were manned by merchant seamen. Their sole purpose was to capture arms and supplies for George Washington's Army. Their enemy—the world's mightiest seapower.

It soon became clear that this makeshift force was insufficient. When the Second Continental Congress met in Philadelphia on 13 Oct 1775, it approved the acquisition and fitting out of two vessels. A few weeks later, Congress requested two more ships.

While *Alfred*, *Columbus*, *Cabot* and *Andrew Doria* were being purchased and fitted out, Congress was working on another plan. To fight the English, the colonies had to have ships built for battle. Finally, in December 1775, Congress voted to build 13 frigates, the construction contracts to be distributed among private yards throughout the colonies.

The "Marine Committee" was appointed to supervise the building of these vessels and to perform this

Early Fleet



function, the committee appointed "agents" to supervise the work.

At its peak, the Continental Navy had only some 30 ships. Combined with states' navies and privateers, the hastily assembled navy still managed to demonstrate the importance of seapower. But by the end of the war in 1783, the Navy was down to a total of only five active ships. The last, *Alliance*, was sold in 1785 and converted to a merchantman.

Without a navy for protection, merchant ships from the 13 states soon fell victim to pirates along Africa's Barbary Coast. Without fear of reprisal, pirates raided and plundered any ship entering their waters, demanding high ransom for their release. Something had to be

done. Congress passed an act providing for the purchase or construction of six vessels to rebuild the fleet.

In order to construct the ships quickly and with the greatest efficiency, President Washington decided to have the six vessels built in several ports. Each yard was assigned four officials: a superintendent, naval constructor, navy agent and clerk of the yard. The superintendent had general charge of the entire operation of the yard and the constructor was responsible for the progress of the frigates' construction. Navy agents had charge of all disbursements. They purchased building materials and supplies and paid wages of workmen. For his work, the agent was allowed a commission of 2.5 per cent of the sums expended. The clerk of the yard received, issued and accounted for all public property in the yard. His ledgers became a means of checking the honesty of agents. Clerks of the yard were paid \$750 a year.

Before the frigates could be completed, a treaty was signed with Algiers. The act authorizing the construction of the ships had called for a suspension of work in the event of a treaty. However, the President was reluctant to lose the frigates and continued construction on the grounds that to stop work suddenly would not be in the best financial interest of the communities involved. Washington arranged a compromise with Congress. Three frigates—*Constitution* at Boston, *United States* at Philadelphia, and *Constellation* at Baltimore—would be completed and work on the others—*President*, *Congress* and *Chesapeake*—would be stopped and perishable materials sold.

It wasn't until Benjamin Stoddert's term (1798-1801) as first Secretary of the Navy that some action was taken on the establishment of permanent Navy yards. Congress had repeatedly refused the Navy Department specific authority to purchase land for a shipyard. Stoddert obtained that authority by a liberal interpretation of the law in which Congress appropriated money for construction of six 74-gun ships. Stoddert determined that the rented yards were too small for these large ships. Since it did not appear economical for the government to improve private property, President Adams and Stoddert decided to purchase permanent building grounds for the Navy. They thus derived their authority solely from the direction of Congress to build the larger ships.

Spreading the work as before, Stoddert chose to have the ships built in six different places. He thought that, eventually, the navy would need only three yards—one in New Hampshire or Massachusetts, one on the Hudson River and one on the Chesapeake Bay.

By May 1799, he had decided to build one of the ships at Washington. A few months later, he sent

Joshua Humphreys, the chief naval constructor, to the new capital to fix the location of the site.

Stoddert then turned his attention to the yard at Gosport (Portsmouth). That yard had been established in 1767 under the British. Deep water, tall timber stands and excellent waterways made it an ideal location. During the Revolutionary War, Gosport built ships for Virginia's Navy. The yard had been rented in 1794 by the government. After the Virginia legislature authorized permanent transfer of the land to the Navy Department, the 16 acres of land was appraised at \$12,000. Stoddert paid that amount, since bickering about the price would bring the matter before Congress, and he did not have their blessing, as yet. The yard would later, in 1862, be renamed the Norfolk Naval Shipyard.

Another yard at Portsmouth, N.H., was acquired from William and Sarah Dennett on 12 Jun 1800 for \$5500. Known as Fernald's or Dennett's Island, the site contained almost 58 acres.

Various sites for a Navy yard around Boston were considered before Humphreys selected a location at Charlestown. Ten adjacent lots owned by several people amounted to 34 acres and cost \$37,348.

In establishing the Philadelphia Shipyard, Humphreys was in favor of purchasing a parcel of land lying north of the city. But the Secretary of the Navy decided to buy the 11 acres the Navy Department had been renting in the district of Southwark. These grounds could be obtained immediately, while Humphreys' choice could not—\$37,000 was paid for this land.

About this time, Stoddert learned of preparations underway to auction off a shipyard located on Wallabout Bay in Brooklyn, N. Y. The site offered the advantages of a first class shipyard, but at the time consisted of little more than a few ramshackle buildings, a sluggish pond used to age and season oak beams and planking, and a muddy island. The site, encompassing almost 42 acres, was purchased for \$40,000.

Selection and purchase of these first six Navy shipyard sites were accomplished in a minimum amount of time. Stoddert managed most of the transactions himself. If the business weren't completed quickly, he feared that all his work would be undone by the incoming Republican (Jefferson) administration. By the time Stoddert turned over the keys to the Navy Department (April 1801), the purchases were virtually complete.

Stoddert had reason to worry. Thomas Jefferson had declared the country "Navy mad," and sworn to "reduce Naval spending to lowest terms." His would be a defensive Navy—one of sloops-of-war, gunboats and barges for coastal and harbor defense—not the large, 74-gun warships called for by President Adams. Jefferson also was inclined to favor fewer yards. In his first annual message to Congress, after expressing his doubts as to the legality of the purchases in the first

place, he called for an investigation to determine how many yards were needed. In the end, the number of shipyards was allowed to stand.

Unable to cut expenses by eliminating yards, the new administration sought other ways to lower expenditures. Improvements planned by Stoddert were never carried through and many employees of the yards were dismissed.

The yard in the city of Washington was the only one in which President Jefferson expressed any interest. He directed that all ships destined to be "laid up in ordinary" (similar in intent to mothballing) be brought to Washington. He made the yard the chief depot of supplies and the repair shop of the Navy, spending more money on its improvement than on all other shipyards combined. Soon, Federalists in New England and Virginia began to complain. Why was Jefferson building up a Navy yard so inconvenient to the sea as Washington. Jefferson managed to defend his actions by declaring that the Navy and the naval establishments would bear close watching in the future and he wanted them right under his eyes.

Jefferson's plans for the Washington Navy Yard included a drydock, a first for the colonies. With a taste for mechanical things, he derived great satisfaction in conceiving and planning his "grand" drydock. When the plans reached Congress, they were not adopted. The expense involved was astronomical. Many of the Congressmen also believe that even if Jefferson's drydock were feasible, the ships would be strained and ruined by leaving them out of the water.

In the early years of his administration, Jefferson clearly acted to restrain further growth of the Navy, and Navy shipyards. His appointed Secretary of the Navy, Robert Smith, was not an effective administrator, and endorsed Jefferson's position on limiting growth.

During the first year in office, the new administration slashed Navy appropriations drastically. Once more than \$3 million under Adams, Navy funding ran less than \$1 million. Manpower and ships were affected by the cuts. Soon circumstances would cause Jefferson to increase naval expenditures. Ironically, for one so against military spending, Jefferson's administration was plagued with strife—the war with Tripoli was still being fought and war with Spain became a possibility. As early as 1809, while Jefferson was still in office, it was thought that a second war against Great Britain was inevitable.

Until early in 1812, Paul Hamilton's administration of the Navy (under Madison) was uneventful, except for one bill which almost proved disastrous.

The House voted to discontinue the Portsmouth, Philadelphia and Washington Navy yards. During debate, the management of the Washington yard was attacked; perhaps Jefferson's prediction had come true. Even Hamilton declared the yard "a sink of all that

needs correction" and one representative, in particular, wished to continue the yard "in order that Congress might have in plain sight an object lesson of the evils of a Navy." The House couldn't agree on the terms of shipyard reduction, so the bill was dropped. All this happened on the very eve of the War of 1812.

A change in management was also underway—the shipyards (beginning in 1801) were gradually taken out

of having government-controlled building yards was proven time and time again.

In December 1815, recommendations from both President Madison and then Secretary of the Navy Benjamin W. Crowninshield, called for the addition of approximately five vessels annually for the betterment of the fleet, with construction, again, distributed among the six major yards.



of civilian control and placed in the hands of the military. The head of each yard came to be called "commandant," instead of superintendent, and naval law and discipline were enforced. No civilian has served in the capacity of superintendent of a yard since 1813.

The War of 1812 had proved to be the turning point for the very existence of the shipyards. The necessity

A seemingly endless battle against bureaucracy, politics and apathy was won, and a dream of the first SecNav, Benjamin Stoddert, had become a reality. Shipyards, the midwives of the fleet, became a means of "building for the future" in a real sense of the word.

—JO2 Davida Matthews

You're Going To Be In Movies

The Midway Story





DIRECTOR

USS *Lexington* (CV 2) didn't fight in the battle of Midway—she was lost a month before in the Coral Sea conflict. Today, her namesake trains jet-age pilots in the Caribbean.

Navyman Henry Fonda also missed Midway. After leaving the Navy as a lieutenant, he was to don Navy khaki twice again to star in the theater and film productions of "Mr. Roberts".

Last summer, Fonda again put on his Navy khakis—this time wearing four stars—and *Lexington* finally saw some action in the battle of Midway. The actor, hair and eyebrows dyed white, was playing the starring role of Admiral Chester W. Nimitz in the Mirisch-Universal motion picture "Midway." Versatile "Lady Lex" played three roles—those of *Hornet* (CV 8), *Yorktown* (CV 5) and *Enterprise* (CV 6).

The film interweaves the dramatic accounts of courage and sacrifices of men involved in the World War II air/sea conflict that turned the tide of battle in the Pacific.

To prepare for the role, Fonda researched the speech patterns and mannerisms of the World War II Pacific commander. He found that Admiral Nimitz really had no accent in spite of his Texas upbringing. The admiral kept glasses on his desk, but no one ever saw him put them on. Fonda, the perfectionist actor, did adopt one

physical characteristic of Admiral Nimitz. He discovered that Nimitz had lost a finger in an accident. Fonda was to play the part with the second finger of his left hand doubled back.

Fonda was well prepared when he arrived in Pensacola, Fla., in May 1975, to begin his work before the cameras. Filming had begun five days earlier, with actors and crew embarking aboard *Lexington* for filming underway off the Florida coast.

On board *Lexington* were actors Glenn Ford, a captain in the Naval Reserve, who plays Admiral Raymond Spruance; Charlton Heston who plays the central fictional character, Captain Matt Garth; Robert Webber who plays Admiral Jack Fletcher; and Edward Albert who plays Lieutenant Tom Garth, Captain Garth's son. Producer Walter Mirisch was also in the embarked party that totaled close to 100 Hollywood technicians with specialties from lighting to makeup and special effects.

Underway filming took place in CIC, sick bay, the hangar deck and the ship's exterior. Flight deck scenes

Below: Actors Henry Fonda, Robert Wagner, Charlton Heston and Hal Holbrook discuss their roles with Producer Walter Mirisch (standing). Facing page top: Hal Holbrook talks to CDR Joe Rochefort, the man he portrays in "Midway." Far right: Charlton Heston shows the strain of battle in this scene from the movie.





were staged with two WW II F4F aircraft, which were completely operational and leased from private collectors. They didn't fly aboard, but were hoisted on and off the ship.

Lexington, the Navy's oldest operational carrier, plays the roles of all the carriers in the Battle of Midway. In one long, low shot made at dusk from a helicopter, she looks like something right out of "Victory at Sea." Her number "16" was painted out for the picture. (A studio painter spent a whole day putting the number back on.)

Following the five days at sea, work continued in port during the weekend. There was filming on the ship and on the pier with Henry Fonda and another newly arrived actor, Hal Holbrook, who plays the CinCPac Intelligence Officer, Commander Joe Rochefort.

Navy men and their families, dressed in loud aloha shirts and muumuus, acted as extras on the pier for a scene depicting the arrival of USS *Enterprise* in Pearl Harbor following the Midway battle. Well-preserved 1938-42 vintage automobiles parked on the pier helped identify the period as 1942.

After a weekend of long hours in the hot Florida sun, the production company boarded a chartered aircraft for the flight back to Hollywood and filming the next day on a sound stage at Universal Studios.

Admiral Nimitz' wartime command center at Pearl Harbor was recreated at the studio. Here also was Admiral Halsey's hospital room where Robert Mit-

chum, as Halsey, told Admiral Nimitz he would have to miss the Midway battle and nominated Admiral Spruance as his relief. This is Mitchum's only appearance in the film.

Even briefer, for a major actor, is the three-minute appearance of James Coburn. Coburn plays a captain from the Navy Department in Washington who comes to "counsel" Nimitz on his evaluation of Japanese intentions for an attack on Midway Island.

Another well-known actor who worked only one day of the two months of filming was Cliff Robertson. He plays Commander Jessop, young Tom Garth's commanding officer. The scene with Robertson was filmed at the Officers' Club at NSA Long Beach. In it he recounts how unprepared the U. S. was at the start of WW II. Interestingly enough, Robertson wrote much of his own dialogue in the scene. Although very short, the scene carries a message that reflects the actor's own research.

The inner harbor at NSA Long Beach serves as the Pearl Harbor site where Admiral Nimitz returned in a PBY from Midway Island. He is seen arriving at the pier with his aide, played by Robert Wagner. (→)



One of the highlights of the filming at NSA Long Beach was a visit by some of the Midway battle survivors who are represented in the film. Among them was Captain Joe Rochefort, USN (Ret), who explained to actor Hal Holbrook how he and his crew pieced together thousands of radio intercepts to break the Japanese code.

George Gay, now an airline pilot, was also on hand to watch the filming. An ensign at the battle of Midway, Gay was an eyewitness to the destruction of the Japanese task force. After his plane was shot down in the first torpedo attack on the Japanese carriers, he floated for hours in the middle of the battle area watching the American strikes. He covered his head with an aircraft cushion to keep the Japanese from spotting him. Ensign Gay is played by Kevin Dobson of "Kojak."

The sandy beach at the Pacific Missile Test Center, Pt. Mugu, Calif., served as Midway Island. Although the Japanese actually attacked Midway with hundreds of aircraft, only one Japanese *Zero* made strafing and bombing runs at Pt. Mugu. However, in the film, you will see the attack being made by great numbers of *Zeros*.

The attack on Midway and the subsequent sea battle will have realism for the audience not experienced





Facing page top: Charlton Heston watches the injured brought to Lexington's sickbay in this scene from the film. Below: A Grumman F4F Wildcat is spotted on Lexington's flight deck. Above: Henry Fonda as ADM Nimitz discusses the Battle of Midway's progress with actor James Coburn.

before in a theater. The audience will actually feel the devastating concussion of each explosion as he sees it on the screen. This startling effect of sound is a new development by Universal Studios called "Sensurround" that was used for the first time in the motion picture "Earthquake." "Midway" is the second film to employ the use of this super-impact sound.

The audience sees both the American and the Japanese sides of the planning as well as the attacks and counterattacks. The courageous acts, the mistakes in judgment and the blind luck affecting each side are shown.

The film integrates actual war footage shot by Navy combat camera teams as well as film from Japanese sources and other Hollywood studios. The old 16mm film shot in the early 1940s has been "upgraded" so that the audience will find it difficult at times to deter-

mine which is real and which was shot in a studio.

The expert editing of great amounts of film makes the aerial combat footage in this movie very real. The state of the art of movies makes "Midway" a new experience of seeing and feeling a naval battle from the secure comfort of a theater seat. It is the first war film produced by Hollywood in many years.

The film was directed by Jack Smight, who directed "Airport '75" and was himself an aviator in WW II.

The technical director was Vice Admiral Bernard M. Strean, USN (Ret), a veteran Navy fighter pilot and squadron commander in the Pacific during WW II. Admiral Strean assisted in final stages of script preparation and was on hand for filming on *Lexington* and much of the production work in Hollywood.

"Midway" opens in theaters across the country this summer. Walter Mirisch conceived the film as a tribute from the motion picture industry to America's Bicentennial. The film will certainly remind its audience that World War II in the Pacific was a Navy war and the Battle of Midway was its most decisive and significant naval action.

—CDR Bill Graves

Garden of Peace



A nation lost a war, then built a Garden of Peace as a symbol of respect to the man who helped defeat it. The Admiral Nimitz Center in Fredericksburg, Tex., now contains "a garden intended to be a place where one can pray for peace and a bond of friendship (can exist) between the two countries."

The story of the creation of the garden spans five years. But the story of this curious friendship—between victor and vanquished—goes back more than 70 years. Both stories center on one man who helped bring two countries together—Admiral Chester W. Nimitz.

In 1905, Midshipman Chester Nimitz met Admiral Heichachiro Togo. This meeting between the then-novice seaman and the hero of the recently ended Russo-Japanese War had far-reaching effects.

ADM Nimitz had been a student of ADM Togo's tactics. Following that meeting, and for the rest of his life, ADM Nimitz was to refer to himself as a "disciple" of the mastermind of Japanese seapower.

As the years passed, Japan grew as a formidable sea power under the direction of men like ADM Togo. But Nimitz was also gaining recognition as a respected tactician and commander of ships.

In 1934, then-Captain Nimitz, commanding officer of the cruiser USS *Augusta* (CA 31), was once more dispatched to Japan. ADM Togo had died and the

Japanese were conducting a naval hero's state funeral for the man. It was while serving as official United States emissary at the funeral that CAPT Nimitz began to earn the respect of the Japanese. "Togo's spirit has passed into that of Nimitz," said one Japanese officer.

World War II came and friend became foe. But the mutual respect shared between Japan and ADM Nimitz increased. The Japanese knew they fought a man of "Togo's spirit." Nimitz knew he faced a foe possessing a long string of brilliant sea victories.

When ADM Nimitz went to Japan following World War II to help reconstruct that war-torn country, he demonstrated the still-strong ties of friendship he felt for those who had been his enemies at sea.

He received word that the ship that had been ADM Togo's flagship during the Russo-Japanese War was in danger of being scrapped. The ship, the battleship *Mikasa*, meant as much to Japan as *Constitution* means to the United States. The ship had already been stripped of her mast and guns when ADM Nimitz gave funds from his personal account and awakened the pride of the Japanese. Restoration work was completed and the ship opened to the public in 1961.

But the story of ADM Nimitz' friendship with the people of Japan had not run its course.

When ADM Nimitz died in 1966, plans were well

underway for the creation of an Admiral Nimitz Center in his hometown of Fredericksburg. City fathers had talked with ADM Nimitz shortly before his death and told him of their plans for the center. He had one requirement: the center should be a tribute to all who served with him in the Pacific war.

The directors of the planned center, following ADM Nimitz' wishes, contacted the Japanese and invited them to make a contribution.

What the directors didn't expect was the enthusiastic response to their invitation. Over a period of eight years, the Japanese:

- * Solicited donations from the Japanese people, and sailors of the present-day Japanese Maritime Self-Defense Force for the construction of a Garden of Peace at the Nimitz Center.

- * Contracted with the same Japanese firm that had designed and built the Imperial Gardens more than 300 years ago to build the Garden of Peace.

- * Brought Japanese craftsmen to the United States to oversee the design and construction of the garden.

- * Built a replica of ADM Togo's study that was

disassembled, shipped to Fredericksburg and reassembled by the same craftsmen.

One important non-Japanese contribution to the project was made. The officers and men of the nuclear-powered aircraft carrier USS *Nimitz* (CVN 68) forwarded \$1200 they had collected for the Garden of Peace.

Last month Japan's tribute to ADM Nimitz was dedicated before representatives of the two nations.

Dignitaries representing the United States included Mrs. Lyndon B. Johnson, wife of the late former President; retired Chairman of the Joint Chiefs of Staff and former Chief of Naval Operations Admiral Thomas H. Moorer; and another former Chief of Naval Operations, retired Admiral Arleigh Burke. Rear Admiral Burton H. Shepherd, Chief of Naval Air Training, represented current Chief of Naval Operations, Admiral James L. Holloway III.

Retired Admirals Zenshiro Hoshina and Nubuo Fukuchi represented the people of Japan at the ceremony.

The Garden of Peace is but one segment of the Admiral Nimitz Center. But, according to ADM Fukuchi, it is a segment with a purpose: "to console the souls of all the warriors who fell in the Pacific War, and as a place to pray for eternal peace which surpasses all boundaries of love and hate."

Left: Admiral Hoshina presents the Garden of Peace to the Admiral Nimitz Center. Below: Visitors stroll through the formal Japanese garden in Fredericksburg, Tex.



America's Naval Historian

Samuel Eliot Morison





Left: Rear Admiral Samuel Eliot Morison, USNR (Ret) (1887-1976). Above: RADM Morison in 1950 discusses the Philippine Sea battle with those who were there. From left: RADM Morison, ADM J. Ozawa, R. Pineau, CDR Terai, RADM S. Tomioka, ADM S. Toyoda and CDR G. Nakano. (Photo courtesy of CAPT Roger Pineau)

To some people he was sailor and scholar; others believed him to be adventurer and yarn-spinner. Many knew him to be these things—and much more.

Rear Admiral Samuel Eliot Morison, America's foremost naval historian, Pulitzer Prize-winning author and Harvard professor died on 15 May. He was 88.

A native of New England, ADM Morison combined his two passions—the sea and history—into a career that included the 15-volume *History of U.S. Naval Operations in World War II* and Pulitzer Prize-winning epics of John Paul Jones and Christopher Columbus.

He once described himself as a man too unimaginative to write about things he hadn't seen or experiences he hadn't felt. His research, then, took him sailing over the routes of Columbus and Magellan; to the bridges of battleships during World War II naval operations, and to the camps of Japanese and German prisoners of war.

It was his book, *Admiral of the Ocean Sea; A Life of Christopher Columbus*, plus a prewar acquaintance

with President Franklin D. Roosevelt, that enabled him to enter the Navy and write "a full, accurate and early record" of the role of the United States Navy.

He was commissioned a lieutenant commander in the Naval Reserve and, in July 1942, joined a convoy crossing the Atlantic. During the next three years he was an eyewitness to the North African landings, the central Solomon Islands campaigns and the assault on the Gilbert Islands in the Pacific.

"The man probably saw more action during World War II than any other Navyman," said Captain Roger Pineau, director of the Navy Museum in Washington, D. C., and longtime associate of Morison's.

CAPT Pineau recalled Morison's knack for being in the middle of the action. "As he boarded a ship, one time, he heard a sailor comment: 'We must be in for a helluva battle—there's that crazy historian again.' "

He visited Salerno and other combat areas in the European theater. In 1945, then-Captain Morison watched the battle for Okinawa from the bridge of the battle ship *Tennessee* (BB 43). In the evening following the battle, he would hastily write his notes on a long yellow pad and send them off with official battle reports to be filed until after the war.

When the armistice came, he had served on more



than a dozen ships and earned seven battle stars for his campaign ribbons. He was awarded the Legion of Merit.

"The result was an 'official-unofficial' 15-volume work that serves as a monument to how history should be researched and written," according to Professor Neville T. Kirk of the Naval Academy History Department.

The *History of U. S. Naval Operations in World War II* was official in that it was prepared with the complete cooperation of the Navy Department and at the direction of President Roosevelt.

It was unofficial in that it, ultimately, was Admiral Morison's own work—he was free to express his ideas



and opinions on the men and events and it was brought out by a commercial publisher.

Although his first passion was the sea—he owned and sailed his own New England yawl—he was not exclusively a naval historian.

“His books on the early history of New England are marked by the same meticulous research and free-wheeling, descriptive narratives,” said Professor John W. Huston, chairman of the Naval Academy history department.

It was his vivid writing style that made many of his 55 books best sellers and gave an account of history to other than historians. “I write history as a story,” he said in an interview a few years ago. “There are so many dull books about trends.”

“It is this penchant for yarn-spinning that has made him a favorite of Naval Academy midshipmen for years,” said Professor Elmer B. Potter, also of the Naval Academy history department.

Samuel Eliot Morison was born 9 Jul 1887, in Boston, Mass. He graduated from Harvard University in 1908 with a bachelor of arts degree. He studied at the Ecole des Sciences Politiques, Paris, France, in 1908-09, and returned to Harvard for postgraduate work, receiving the degree of doctor of philosophy in 1912.

Before accepting his first appointment at Harvard, he was an instructor at the University of California in 1914. He went to Harvard in 1915, remaining until 1922 when he left to serve three years at Oxford as an American history instructor.

Except for his service during both World Wars, (he was a private in the Army during World War I), he remained at Harvard as a professor of history until his retirement in 1955.

Following World War II he began work on his history of naval operations. He worked at a furious pace, turning out about one volume a year while simultaneously writing eight other history books.

In 1960 he was awarded his second Pulitzer Prize for his biography of naval hero John Paul Jones.

In 1963, following the publication of the 15th, and last, volume of *History of U. S. Naval Operations in World War II*, he was awarded the \$51,000 Swiss-Italian Balzan Foundation cultural prize for his naval history and other maritime research.

In 1951 he was placed on the Navy honorary retired list with the rank of rear admiral.

During what may have been his last public appearance—the opening of the USS Constitution Museum in Boston on 8 April this year—ADM Morison spoke of how he viewed the relationship between the sea, history and the United States:

“... The (ship) *Constitution* is an integral part of our country. Her preservation assures us that as long as we prize valor and maintain a fighting Navy—as long as our eyes dance to see that banner in the skies—we shall be a strong, powerful and free nation.”

The man who has received awards and honors too numerous to mention was pleased with his life. In 1969 he said, “I have been very fortunate in combining a hobby of sailing with a profession of history. I have no complaints against life at all.”

—JO2 Jerry Atchison



Far left: An 1891 photo showing four generations of Morisons. Four-year-old Sammy stands in front of his mother, on the left his grandmother Eliot, on the right a great-great-aunt, Mrs. Horatio Bridge (Courtesy of Harvard University). Left: Harvard University Professor Morison, right, on the day of his last lecture, 2 May, 1955 (Courtesy of Harvard University). Above: RADM Morison at USS Constitution Museum opening on 8 Apr 1976.

SAR TRAINING

The Difference Between Life and Death of a Pilot

—Story by SN Michele Stewart.



"Attention to brief . . . today's weather will be . . ."

Thus began the final classroom session in a recent Helicopter Antisubmarine Squadron One Search and Rescue (HS-1 SAR) training class at NAS Jacksonville, Fla.

In that final session, students were subjected to a rapid bombardment of safety precautions, weather conditions and the last-minute details that went into the preflight briefing for the upcoming open-sea rescue exam. Everyone furiously took notes.

Following the brief, the students went to the HS-1 ramp where their aircraft waited with engines running. After they boarded, the aircraft lifted off and, within seconds the helo was over the St. Johns River. The four students aboard moved to the open door of the

aircraft and, at a signal from the pilot, leaped into the water on a simulated rescue mission.

Seahorses of HS-1 have been conducting SAR training since 1971, when the school was moved to NAS Jacksonville from Quonset Point, R. I. Today, it is the only authorized SAR school on the east coast.

The SAR course last four weeks—160 hours of training which includes more than 90 hours in the water.

Candidates learn the meaning of "back pack," "survivors' rescue sling" and other terms while memorizing the "bible" of the course, the NWP-42 Manual.

SAR candidates must also exhibit endurance capabilities and demonstrate their expertise as swimmers in team swimming and no-hands swimming, all necessary when pulling a victim through the water. They learn to exit

from a helicopter by leaping from a 15-foot platform.

Rescue tactics are taught in the water. One instructor summed up the training: "We are not gentle as in the lifesaving techniques taught by the Red Cross. We must take charge. A drowning pilot can be frantic and we must be in command. If necessary, we will even use force to gain control."

In addition to water training, the candidates are taught emergency first aid, lifesaving, parachute disentanglement procedures and all there is to know about various aviators' equipment. They are also advised on proper daily regimen, including diet, rest and off-duty activity.

During the second and third weeks of SAR training, candidates learn about harness and hardware, flotation devices and canopy escape. They must also make a one-half-mile "buddy swim." This phase of the school concludes with a simulated night rescue exercise at the NAS indoor pool.

Left: A Search and Rescue student waits for the signal to jump from the open doorway of the helo during a final exercise. Below: Once the student has his instructor placed safely in the survivor rescue sling, both are hoisted aboard the helo.—Photo by PHAN Mike Kleber.

In the final week, candidates are prepared for simulated open-sea rescue activities. If the student can successfully "rescue" the instructor, he becomes an SAR Wetcrewman—a coveted title.

After the final exams, SAR wetcrewmen are confident they can handle any situation and are willing and able to undertake any rescue assigned.

"It's a great feeling to know that I am, or may be, the difference between life and death for a pilot, aircrewman or anyone downed at sea," one student said.

Members of the Navy SAR team actually get into the water to assist victims back to the helicopter rather than merely dropping a sling to the downed person for hoisting into the aircraft on his own.

SAR students come from various aviation ratings—Aviation Antisubmarine Warfare Operator (AW), Aviation Electrician's Mate (AE), Aviation Machinist's Mate, Jets (ADJ), and also Hospital Corpsmen (HM).

After completion of HS-1 SAR School, wetcrewmen are assigned to helicopter squadrons, naval air stations and ship SAR detachments.

Search and Rescue—that, in three words, is what it's all about. In a mere four weeks, the HS-1 SAR School pushes the candidates toward one goal—the training gained may one day save a life.



Rescuers Need Help Too

“Rescuing the rescuers.” That was the unlikely role of Seabees at the Naval Postgraduate School (NPS), Monterey, Calif., recently.

The Coast Guard ship, Number 44346, became lodged in the rock-choked waters off Pacific Grove while attempting a predawn rescue of men from a Monterey fishing vessel, *Santa Rosalia*. The 44-foot, 18-ton vessel experienced engine problems as she maneuvered in the turbulent waters near shore, and was driven onto the rocks by the surf.

The Coast Guard then put in a call for help. With the tide on the rise, the pounding surf would crucially damage, if not destroy, the vessel in a matter of hours.

A trio of Naval Postgraduate School Seabees came to the rescue. Working in cooperation with civilian employees from the NPS transportation department, along with Monterey-area Army and Coast Guard personnel, the three played a key role in removing the stranded vessel.

The Seabees included Equipment Operator 1st Arthur Moody, Construction Mechanic 3rd Class Steve Brennan and Equipment Operator Recruit Dan Ellis. Two NPS equipment operators involved were Elwood “Woody” Rinehart and Robert Williams. The NPS team was led by Ensign William Oberlin.

When it became apparent that the ship could not be refloated in time to save her, it was determined that a 100-foot-long, 30-foot-wide road would have to be cut to the water and the stranded ship lifted off the rocks onto a flatbed truck.

Wasting little time, a truck-mounted crane was readied while permission to cut the road through Pacific



Above: The fishing boat *Santa Rosalia* aground near Pacific Grove, Calif. Facing page top: Navy Seabees hoist Coast Guard rescue boat to safety. Right: Dented Coast Guard boat begins its journey home.

Grove’s marine refuge was sought. The go-ahead was quickly granted and the road cut as time became a critical factor.

“We were sweating it out a little bit when the tide started breaking on the back of the machine,” said Rinehart, the civilian NPS crane operator.

The carefully planned, though hurried, effort paid off. Number 44346 was lifted from the water just 30



minutes before the advancing tides could have wrecked her.

But the Coast Guard craft—dangling at the end of the crane—was still not out of danger. As she was loaded onto a Navy flatbed truck, her weight broke a wooden support cradle.

The Seabees, working with the others, quickly built a makeshift cradle of lumber and heavy chains.

Number 44346 was rescued, but the 45-foot *Santa Rosalia* and her crew—objects of the Coast Guard's original rescue effort—did not fare so well.

One of the fishing vessel's crewmen drowned after being swept overboard in the predawn hours. Two other crewmen were treated for injuries at a Monterey hospital. *Santa Rosalia* was left in her rocky resting place to await salvage operations.

Removing the ship didn't mean an end to work for the NPS-based Seabees and civilian personnel. One of the biggest but most unsung tasks came later. Equipment used in the rescue had to be thoroughly overhauled, cleaned of sand and readied for the next job. Just as well, when they're called on for help again, the Seabees want to be ready.

—Story by Lee Juillerat
—Photos by Howard Bensch



Ruffles And Tricornered Hats

Ruffled shirts, tricornered hats, red-and-white-striped jumpers, leggings—USS *Oklahoma City*'s (CG 5) "uniform of the day" is part of the ship's participation in the nation's bicentennial. Several crewmembers don early American Navy uniforms when the ship pulls into a foreign port.

Such was the case when *Oklahoma City* arrived at the Australian port of Fremantle. Small boats preceded the cruiser into the harbor where welcoming spectators crowded onto the pier. The ship's arrival resembled a reunion of old friends. The sight of the officer of the day in full-dress 18th century naval uniform added to the excitement.

Actually, the Fremantle stop was the second that day for *Oklahoma City*. She had visited the Western Australian Naval Support Facility (WANSF) located in nearby Cockburn Sound, to a similar, though much smaller, welcome earlier.

Sea Cadets from HMAS Leeuwin, a naval shore facility in Fremantle, handed lines for *Oklahoma City* at Cockburn Sound as a small group of curious visitors looked on. After crewmembers toured the newest support facility in the world, the ship was opened to visitors.

Oklahoma City, flagship of the Seventh Fleet, which operates out of Yokosuka, Japan, became the first foreign ship and only the second ship ever to make use of the WANSF facilities. Still under construction, the support base will be able to provide 18 ships with steam, chilled water for air-conditioning, and electricity when completed. At present, two wharves are finished—a 900-foot submarine wharf and a 1200-foot escort wharf where *Oklahoma City* tied up. Scheduled for comple-

tion in 1978, the base will house over 300 men and include elaborate recreational facilities.

Soon the ship was on her way to Fremantle, Perth's seaport. *Oklahoma City* stayed seven days and during that week, her crew was introduced to local customs and treated to sports events while more than 25,000 visitors toured the ship, guided by colonial uniform-clad sailors.

A sports marathon between HMAS Leeuwin and *Oklahoma City* highlighted the week. Competition varied from sports like basketball, volleyball and handball to such novelties as apple-bobbing, pillow-fighting and black mat tennis. The "Yanks" found pillow fighting is as much a matter of balance as endurance. Two men face each other straddling a bar set about four feet from the ground. Using pillows, each attempts to knock the other off. In black mat tennis, a six-by-four-foot stuffed mat is used as the "ball."

This "down under" version of the Olympics went to the home team. Declaring the Australians winners, the *Oklahoma City* team awarded them a ship's plaque.

When the cruiser departed for Yokosuka, many well-wishers gathered to bid goodbye to their new friends. "Come back soon" was the invitation—and the *Oklahoma City* crew hopes it can.

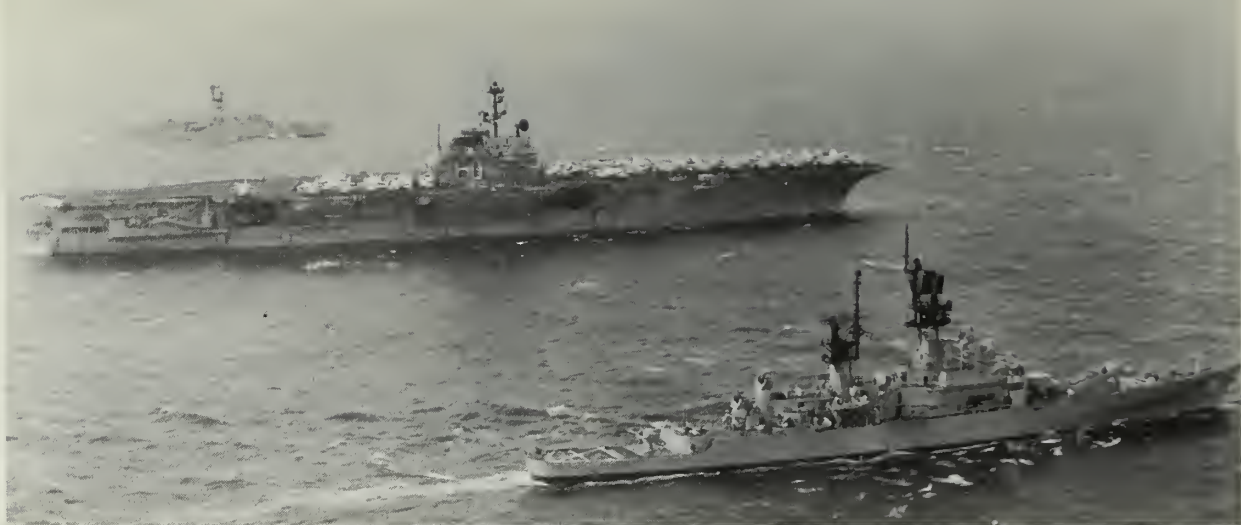
Story by JO2 G. Caulder; photos by PH2 B. Sanders





Left: USS Oklahoma City OOD LT Wilbur G. Wright and sideboys wear Revolutionary War uniforms during visit to Australia. Below: Oklahoma City sailor takes a shot to the head during sports meet held with the crew of HMAS Leeuwin during visit. Below left: Private Daniel Salas, USMC, stands guard in his Bicentennial uniform as Australian visitors prepare to tour the ship.





Above: USS Patterson (FF 1061), USS Saratoga (CV 60) and USS Dale (CG 19) in the Adriatic, bound for Split.

"That's it, Sir, ...Split!"

"Where have you been, son?"

"Split, Sir."

"Now I asked a simple question. It doesn't call for a smart remark."

"That's it, Sir. Split, Yugoslavia."

Few Americans may know it, but there's a place called Split. If you want proof, just ask the officers and men of Task Force 60—USS *Saratoga* (CV 60), USS *Dale* (CG 19) and USS *Patterson* (FF 1061). They'll tell you it really exists, and that it's a friendly place to visit. They were there.

Of all the good liberty ports in the Med., including Palma and Barcelona, TF 60's sailors were especially anxious to visit Split. It may have been because it is in a country with a Communist government, or because of its history and beauty. Maybe they were interested because of Split's reputation as one of the sunniest and best resort towns in Europe, or else perhaps they just wanted to be able to say they had been where other U. S. Navy ships seldom go.

Split, a modern city of 150,000 people, is the second largest Yugoslav town on the Adriatic Sea. Less than

Below: Navymen look for the best buys at the open-air market on the grounds of the Palace of Diocletian.



150 miles from Italy, the city rose from the palace of Roman Emperor Diocletian. Since then, owing to the strategic value of its broad bay, safe, deep anchorage and central location, it has been successfully ruled by Goths, Huns, Hungarians, Venetians, Austrians and Italians. All have left ruins and traces of their cultures.

The visit to Split bore all the trappings of an official meeting between representatives of two sovereign nations. But a major objective of TF 60 sailors was maximum liberty. They did their best at it. Following the usual exchanges of salutes and official visits, liberty went down and they swarmed ashore—E-6s and below in uniform. To their surprise, they were quickly sought out by the curious citizens, many of whom spoke English. The chief petty officers, being quick to catch on to a good thing, returned the next night in uniform, too.

Rooting through the Yugoslav culture, the Navy men were also quick to discover several excellent restaurants. The native food, along with a fine selection of local wines and the national drink, Slivovitz (a potent

Below: *Saratoga* All-Stars vs. Yugoslavian Naval Schools Command onboard USS *Saratoga*.



plum brandy) filled the restaurants with sailors each night.

Most popular with the crewmen were guided tours into the surrounding towns and countryside. Camera bugs had a field day clicking their way through Nhr-tove Iyn Montva Canyon and the old Turkish town of Pocite which still retains to the ancient Turkish customs. A boat ride took them to the impressive Krka River Waterfalls, and an ancient fortress town of Trogir and the medieval cathedral at Sibimk.

More impressive than the sights, though, were the people. They found the Yugoslavs to be friendly, helpful and most of all curious. It didn't take them long to get the word that the ships were open to visitors. In four days, *Dale* and *Patterson* received more than 12,000 guests, but visits to *Saratoga* were somewhat limited since she was anchored out. Long lines waiting to board the ships were entertained by three bands from *Dale* and *Patterson*, and the crowd quickly took to the music—a language everyone understands.

Sports was another common denominator. Two basketball games on the carrier and a baseball game won friendships for both the Yugoslav and American team members.

When TF 60 split Split, all hands agreed their expectations had been surpassed. The hospitality was boundless; the liberty flawless; the friendships enduring.



Above: Monument at the harbor of Split, Yugoslavia, overlooks a section of the city.

Get Away From It All

Get off the base. Get away from it all.

Not so easy if you're stationed at the U. S. Naval Base, Guantanamo Bay, Cuba. Isolated on the southeastern tip of the island, Gitmo, as it's known in the fleet, is surrounded by Castro Cuba and bordered by the largest active minefield in the world. This of course means liberty trips to swinging Havana (or anywhere else on the island for that matter) are out.

However, when sailors and their dependents *can* get off base they do it up right, usually by island-hopping around the Caribbean to such places as Jamaica, Puerto Rico, St. Croix, St. Thomas and Haiti. Most fly to the islands on these jaunts, but several times each year Navy ships calling at the Gitmo Fleet Training Group have space to take base residents along on a quick trip to neighboring islands.

Recently, 66 Gitmo inhabitants embarked on USS *Portland* (LSD 37) for a four-day visit to Port-au-Prince, Haiti, under this Department of Defense-authorized program. The ship's company extended a friendly welcome to the passengers during the 180-mile, overnight transit, even though it was strange to see young couples walking along the decks and holding hands under the ship's guns. Wardroom privileges were offered to of-

ficer, civilian and enlisted couples during the R&R cruise. Since *Portland* has no permanent facilities for embarked women, the separation of husbands and wives in dormitory-style sleeping quarters was taken as a standard shipboard procedure.

Liberty was called just minutes after *Portland* arrived in Port-au-Prince, and almost immediately Haitian taxi drivers vied with one another for fares. "Deals" were quickly made and the tourists were on their way shopping and sightseeing.

Handcrafted items were bargained for and bought at low prices. Wood carvings, paintings, shells, beads, embroidered clothing, plants, iron and wooden plates were the most popular items among the tourists.

Haitian cuisine is creole style, and European customs are observed. Restaurants generally open from noon to 3 p.m. and reopen at 7 p.m. Some Americans may think the service slow, but as the islanders say, "*jouir de*" (enjoy). Most found the experience delightful.

Accommodations in Port-au-Prince are plentiful and range widely in price and atmosphere. Not all hotels offer nightlife, but one has a casino, and there are other things to do if one feels up to it after a long day of shopping—a two- or three-hour dinner for example.





Clockwise from above: Gitmo guests dine in Portland wardroom. Haitian wood carvings make interesting souvenirs. Architectural grace adds charm to older buildings. Gitmo youngster, takes long-glass liberty during transit to Haiti.



Voodoo, reportedly practiced in the West Indies, provided a striking evening for Gitmo visitors. Tours can be arranged by hotels or taxi drivers to see a commercialized version of the ceremonies. During the voodoo dance, the "high priest" calls upon "disciples" to reaffirm their loyalty by such acts as fire-eating or dancing on hot coals.

The Haitian visit ended as *Portland's* departure time was imminent. While the last of the shoppers crammed their new treasures into staterooms, the announcement came over the ship's IMC: "USS *Portland* Wood, Clothing and Cargo Transportation Company, departing for Gitmo." Thirteen hours later a harbor tug was pushing her pierside at Guantanamo Bay.

Gitmo duty isn't all isolation and minefields. It's also an opportunity to take a Caribbean dream-cruise—Navy style.

—Story and Photos by JO2 Arthur Riccio

U.S. Best On Display

Although most public events this Bicentennial year focus on America's past, summer visitors to Florida's Kennedy Space Center will have a unique opportunity to view the nation's future—and the U. S. Navy's role in that future. The U. S. Bicentennial Exposition on Science and Technology (USBEST), the only federal government-sponsored exposition of the Bicentennial, gives a dramatic glimpse of the role science and technology will play in improving the quality of life in America in the next 100 years.

The exposition, which will run through Labor Day, is housed in 18 geodesic domes constructed in the shadow of the Vehicle Assembly building where *Apollo* space vehicles were prepared for journeys to the moon. Exhibits cover themes ranging from advances in health care and new developments in energy, to the future of housing, agriculture and communications.

Sixteen federal agencies and about a dozen industries have combined forces to give visitors a glimpse of "Third Century America." USBEST is described by





On display will be (above) the Naval Experimental Manned Observatory (NEMO), (below) models of the Navy's Stable Semisubmerged Platform (SSP) and (left) the Patrol Combatant Missile (Hydrofoil) ship.



President Ford as an opportunity for Americans to see the best in America not only the past, but also in the future.

Large pieces of hardware such as the X-24B experimental lifting body and record-setting submersible vessels are located in the Department of Defense dome. In the Navy area of the joint services dome are displays depicting the 100-knot Navy, those that describe what the Navy is doing to fight pollution and an exhibit illustrating Navy advances in undersea research.

Also on display is a one-fifth scale model of *Alvin*, the Navy's deep submergence craft and two displays of Marine Corps vertical takeoff aircraft. Another external exhibit near DOD Dome Nine is the Navy Experimental Manned Observatory (NEMO) which employs a clear acrylic plastic bubble as its pressure hull. NEMO can carry two observers to a 600-foot depth in a shirtsleeve atmosphere.

Throughout the summer, various military bands and choral groups will appear in performances. Other highlights will be flight demonstrations by the Air Force Thunderbirds and the Navy Blue Angels.

As visitors enter the Navy area of the Armed Forces Dome they will see a five-minute film "From Sea to Shining Sea" which has been described as one of the most outstanding Navy introductory films ever produced.

The massive corridors and assembly bays of the Vehicle Assembly Building—dubbed the world's third largest building—house additional space exhibits ranging from an *Apollo* "play room" for youngsters to a full-scale *Viking* lander, a replica of the one expected to touch down on Mars this July in a search for life.

NASA Spaceport is located just off U. S. Route 1 two miles south of Titusville, Fla., and is easily accessible from the Florida Turnpike, or Interstates 95, 75, or 4. The Vehicle Assembly Building has been adorned with a gigantic painted American Flag. Visible for 20 miles, the flag measures 110 by 170 feet.

The exposition is a fee area: adults \$3, students \$2 and children (three through 11) \$1. Charges defray, somewhat, expenses of exposition dome rentals, rest-room facilities, custodial services and the like. Parking is free.

Seeing the Nation, Snooping Bears, Superhighways and Big Cities



from the desk of the **Master Chief Petty Officer of the Navy**



MCPON Robert J. Walker

The Selection Process

Although I receive a substantial number of inquiries each month from Navy men and women throughout the fleet covering a wide range of subjects, the number one topic of concern among

Navy enlisted personnel continues to be their advancement system, with most of the questions centering around the E7/E8-E9 selection board procedures.

Much has been written about selection boards, and it is important that every Navy man and woman embarked on a Navy career understand basic board procedures and selection criteria. I believe several key points regarding the Navy's advancement and selection system deserve emphasis.

Navy people often wonder about board membership. An enlisted selection board normally is comprised of 30 commissioned officers and 17 master chief petty officers. The 30 officers represent several different designators, and the 17 master chiefs are representative of the 10 enlisted rating groups.

In addition to representation by rating group, an effort is also made to ensure board membership is representative of different locations throughout the country. While funding precludes an equal balance of east coast and west coast personnel, the goal is to have the boards consist of several members from the west coast and WestPac, in addition to members from the south and east.

Each member of an enlisted selection board is thoroughly prescreened before being named to a board. I can assure you that those who are finally selected to be board members are highly qualified for the very difficult task they face—and, believe me, the task they face is difficult.

While the criteria for selection to a higher pay-grade have changed from year to year, the ultimate goal of the selection boards has remained

He may have been a little out of his element, but at least Quartermaster 3rd Class Mark Stewart never got lost on a bicycle trip that carried him 1400 miles in 23 days.

Stewart, serving aboard the landing ship USS *La Moure County* (LST 1194), pedaled his way from Halifax, Nova Scotia, to Little Creek, Va., averaging about 60 miles per day. He had his 10-speed bike converted to Alpine gearing for easier going up steep grades. With pack and other equipment added, the total weight of the bicycle was about 65 pounds.

Weather and road conditions frequently forced the young Navyman to change his plans. In Maine, he had no less than eight flats. It took him six hours to get through Boston, but only 35 minutes to transit Rhode Island. "You can't ride the superhighways and it's best to avoid big cities. At any rate, I didn't mind taking the country roads. People along the way were really nice."

In addition to camping out, Stewart stayed at several hostels and even spent a few nights in jail—space

donated by obliging local police on a friendly basis.

Of all his adventures, the Marbury, Md., native said his biggest challenge was getting over Bear Mountain in New York—a seven-mile push to the top. Bear Mountain wasn't the only bear Mark encountered. During his trip, he camped at various locations. One turned out to be a berry patch in New Brunswick. That night, a bear, attracted to the campsite by the smell of Mark's dinner leftovers, came snooping.

"I'll never forget that," he said. "It was dark and raining. I looked up and there he was." Stewart promptly slashed a hole in the rear of his tent, grabbed a handful of possessions and fled.

In all, Mark's trip was an exciting experience. As for future plans, the quartermaster may reenlist and make the Navy his career.

Whether on a bicycle or aboard ship, Mark is determined to see the world. At the pace he's set, there's not much he'll miss.

—Story and photos by JO2 J. Hansell

constant—to select the best qualified candidates for advancement. Such a task is never easy because the Navy has many outstanding members all in competition for a limited number of vacancies. For instance, the Secretary of Defense has authorized less than one per cent of the entire enlisted force to be at the master chief level and less than two per cent at the senior chief level. Thus, only a few of the many outstanding professionals in the Navy ever climb to the very top of the enlisted advancement ladder.

Although the competition for advancement is keen, I don't mean to suggest that advancement is impossible. Every enlisted member, from E-1 to E-8, should be striving at all times to achieve a higher level of responsibility. In fact, the Navy doesn't desire people who are satisfied with their current level of achievement. The Navy grows as a result of the personal growth of those men and women who are the Navy.

To survive the selection process Navy members must study the qualities required to get ahead in their rating. A talk with successful senior petty officers is a good start. Then they must set personal goals, and pursue them. Skill and intelligence are, of course, important attributes for success. But the enthusiasm and determination with which a career is pursued are also essential.

I hear quite frequently from nonselectees and alternates who want to know why they were not selected for advancement to a higher paygrade. I can provide very little information to these people. Because the proceedings of the boards are confidential, I am not in a position to analyze a member's strengths and weaknesses.

The confidential nature of the selection boards

ensures equitability for all those whose names appear before the board. It would be extremely difficult for members of the board to reach an honest assessment of a candidate's credentials for advancement if all that was said and written for the board were a part of public record.

As I have said many times before, the best source of information on a candidate's nonselection is the candidate himself. Members should periodically sit down and analyze strengths, but also their weaknesses. Honest self-assessment will help the member to correct deficiencies and improve selection chances.

As for board criteria, remember: the key to selection is still the performance of your Navy duty, especially duty at sea. A close second in importance would be the fleetwide examination, since the exam and performance marks are used to determine initial eligibility for the board. Other factors, such as diversification of job assignments, health, awards, degree of educational improvement (both Navy and civilian), time-in-rate and time-in-service are used as "tie-breakers." However, those who do not perform will never get to the tie-breaker stage of the competition.

I urge every Navy member to work to better his or her career potential. Strive to be a top one per center, prepare yourself for the fleetwide exam, become involved in command and community activities, work at being a leader, and always plan ahead.

Most of all, keep a positive attitude. If you are not selected, don't get discouraged. By keeping a good mental attitude, you can work even harder to prepare yourself for the next competition by improving your Navy career record.

• MINNESOTA SETS VIETNAM BONUS DEADLINE

The Minnesota legislature set 31 Dec 1976 as the deadline for accepting applications from veterans for their Vietnam Era Bonus.

Eligibility requires at least six months' residency in the state prior to entry on active duty and, if discharged, such discharge must have been under honorable conditions. The period of active duty must have been between 1 Jul 1958 and 27 Jul 1973 for holders of the Armed Forces Expeditionary Medal for service in Vietnam or holders of the Vietnam Service Medal.

For domestic service and non-Vietnam foreign service, the dates of eligibility are from 5 Aug 1964 to 27 Jan 1973. The Bonus Law provides for the maximum payment of \$300 to non-Vietnam veterans, \$600 to Vietnam veterans and \$1000 to beneficiaries of servicemen who died from service-connected causes.

Eligible veterans should request applications from: Administrator, Vietnam Bonus Division, Veterans Service Building, St. Paul, Minn. 55155.

• PCS FUND SHORTAGE TO DELAY SOME JULY-SEPTEMBER TRANSFERS

The Chief of Naval Operations has announced that a projected shortfall in PCS funds caused, in part, by increased moving costs, will require delaying some officer and enlisted transfers during the fiscal year transition quarter-- July through September 1976.

The PCS actions to be taken as outlined recently in NavOp 64 include the following:

- About one-fourth of the officers scheduled for rotation during this period will have their moves delayed until after 1 October.

- There will be a delay of up to three months for about one-third of the officers in school.

- There will be an increased number of moves between commands located in the same geographic area.

- Some August and all September enlisted transfers will be delayed until October.

- There will be reduced manning of certain Type 3 overseas shore duty stations.

Orders for all "must moves" such as decommissionings, hospital releases, disciplinary and training will continue to be issued.

NavOp 64 took note of the increased hardship these actions will place on Navy families and commands, but stresses that these actions had been taken after exhausting all other funding alternatives.

• NAVY PROVIDES AID TO ITALIAN EARTHQUAKE VICTIMS

More than 10 tons of disaster relief materials contributed by U. S. Navy personnel stationed in Naples were delivered to the town of Udine, Italy, scene of a recent earthquake. Baby food, milk,

briefs navy navy navy navy

fruit juices, tents and blankets were flown by Navy C-130 aircraft from Naples to an Italian air force base in the northern part of the country, then transported by truck to Udine. The materials were paid for by the American Navy community through cash contributions. Gifts of toys and games from American school-children in Naples supplemented the shipment.

- GARCIA AND CECIL EARN KUDOS FOR AID AT SEA

In the Red Sea last month, USS Garcia (FF 1040) rendered technical aid to the Greek merchant ship Kyra Eleni. The merchantman had been dead in the water for eight hours when she radioed Garcia for assistance to repair her steering controls. A four-man team from Garcia, put aboard Kyra Eleni, found the problem and made repairs. The merchant ship was able to continue her voyage unassisted.

USS Charles P. Cecil (DD 835) also rendered assistance recently to fellow seamen near New London, Conn. Returning to New London after a weekend training cruise, Cecil's forward lookout spotted a red flare from a small pleasure craft which was tossing about in the six-foot seas.

The engine had failed and the boat, Milba, had been helpless for more than an hour when the destroyer spotted her. Three sport fishermen aboard were transferred to Cecil and their boat was towed to New London.

- PCS TRAVEL POLICY MODIFIED AGAIN

A new policy concerning Permanent Change of Station travel time allowances is now in effect. Under the new guidelines, implemented by the Department of Defense, travel time authorized for commercial transportation is based on an 18-hour day. DOD allows one hour for each 40 miles' surface travel and one hour for each 500 miles traveled by air.

Previously, NavOp 18/76 had announced that authorized travel time for commercial transportation should be based on the actual constructive time used. Travel by privately owned vehicle continues to be computed at 300 miles per day.

NavOp 50/76 contains details on the new policy.

- COMMANDING OFFICERS MAY DESIGNATE STRIKERS

Commanding officers can now designate seamen as strikers. Those eligible for CO designation must have been working in specific rates at their commands for at least six months, be physically qualified for the rating, and meet all requirements for E-4 exam eligibility except time in service/time in rate.

Previously, a striker designation could be achieved only by graduating from an "A" school, or passing an E-4 exam but not advancing.

This new policy, outlined in BuPers Notice 1440 of 28 Apr

1976, allows commanding officers to recognize sustained on-the-job performance in a rating. Commanding officers may not assign striker designation for ratings which require completion of an "A" school or for women whose ratings are listed in BuPers Instruction 1410.4A.

- TOP NAVY FIRE PREVENTION ACTIVITY NAMED

The National Fire Protection Association has named Fleet Activities, Yokosuka, Japan, as the top fire prevention activity in the Navy. In addition to the grand award, Yokosuka also placed first in Group I competition for activities with over 3500 people. Pearl Harbor, Hawaii, and Subic Bay, Republic of the Philippines, respectively, placed second and third in Group I.

Naval Station Keflavik, Iceland, took first place in Group II competition with 1500-3500 personnel. Second and third place went to Naval Ordnance Station, Indian Head, Md., and Naval Weapons Station, Charleston, S. C.

The Association presented first place in Group III-- activities with under 1500 personnel-- to Naval Communication Station, Rough and Ready Island, Calif. Naval Education and Training Program Development Center Ellyson, Pensacola, Fla., and Naval Air Station, South Weymouth, Mass., took second and third. Winners were selected from documented entries submitted by naval activities.

- NAVY CAMPUS FOR ACHIEVEMENT ADDS TWO MORE SCHOOLS

Two more colleges are on the list of educational institutions in the Navy Campus for Achievement (NCFA) College Degree and Certificate Component Programs. They are Delgado College in New Orleans, La., a two-year school offering associate degrees in the arts and sciences; and Baptist College at Charleston, S. C., a four-year liberal arts college offering associate and bachelor degrees. This brings the number of participating schools to 18. NCFA member schools waive residency requirements and accept up to 75 per cent of nontraditional credits for service schools, CLEP examinations, correspondence courses, military experience and other self-study programs.

- SWINE FLU SHOTS SET FOR FALL

The Department of Defense has announced that all uniformed military personnel will be immunized against swine flu some time in early autumn. It is expected that the vaccine will also be used for dependents stationed overseas and will be optional for dependents in the U. S.

A special program has been designed to vaccinate beneficiaries considered to have an above-average risk of dying from influenza. This group includes people aged 65 years and older, and people with chronic heart, lung, kidney or metabolic disorders. They will be given a two-component vaccine protecting them from the Victoria strain as well as the swine variety of influenza.

briefs navy navy navy navy

It is expected that immunization will be provided to 2.1 million military personnel and nearly 3 million dependents. The vaccine will be administered without cost and it is expected that dependents will be able to receive the shots at any military base hospital or clinic.

Federal health officials, including military health workers, are currently embarked on a test program to determine which vaccine will be most effective for combating the virus.

Man-to-man transmission of the new strain has been documented among personnel at Fort Dix, N. J., by Army doctors, and it is estimated that up to 500 cases of swine flu may have occurred at that post during January and February of this year. Limited outbreaks could have occurred in other areas.

- ATLANTIC, PACIFIC AND SHORE "SAILORS OF THE YEAR" NAMED

SecNav and CNO have announced the three CNO "Sailors of the Year." The three, one each from Atlantic and Pacific fleet commands and the third from shore, will be meritoriously promoted to Chief Petty Officer and have five days leave at a location of their choice in the United States.

Selectees are: (Pacific) MA1 Thomas C. Wallace onboard USS Dixie (AD 14); (Atlantic) HT1 Randolph R. McClary of USS Claude V. Ricketts (DDG 5), and HT1 Arakat Krikorian of the Naval Reserve Center, Seattle.

They and their families will travel to Washington in mid-July to receive congratulations from SecNav and CNO along with their meritorious promotions.

- NAVRESO INTERVIEWS EXCHANGE CUSTOMERS

According to officials of the Navy Resale Systems Office (NAVRESO), shoppers will more readily answer questions asked by an interviewer than those in a written questionnaire. For this reason, NAVRESO recently implemented a Navy Exchange In-Store Interviewing Program.

The program should assist Navy exchange officers and merchandise managers in pinpointing the needs and preferences of their patrons. In-store interviewing provides a direct communication with customers. A standard consumer research procedure has been developed for use by Navy exchanges throughout the Navy Resale System.

The Navy Resale System Office asked Navy Exchange and Commissary Boards to help implement and coordinate the interview program by recruiting members of local wives' clubs to do the actual interviewing.

The interview questions are structured to prompt comments concerning merchandise selection and styles, information on improvements that patrons would like to see, and if customers are satisfied with their exchanges.

Book Notes



Squirreled away in some obscure record book must be the fact that sailors are avid, even compulsory and ravenous readers. Planning for any stint at sea should include taking along at least one good book and a thick one at that. Pity the sailor who puts out from shore without a constant back pocket companion—he'll soon be reduced to reading labels on coffee cans for want of something to pursue in his spare moments.

As a service to its readers, ALL HANDS plans to list the books which come its way every now and then. Most are of a professional nature and some could be considered as candidates for one's personal library. But we leave that up to you.

Our intention is to list the books at random, making no comment as to their individual worth. About all we really promise is that we won't list those which, obviously, aren't worth passing along. Here's our first listing of "Book Notes":

The Soviet Navy Today—by Captain John E. Moore, R.N. (Stein and Day; New York; 255 pgs; b&w photos, ship and aircraft silhouettes; \$15.95.)

As editor of *Jane's Fighting Ships*, CAPT Moore is familiar with the world's seagoing forces. This familiarity makes *The Soviet Navy Today* an up-to-date assessment of one of the most powerful navies in the world. He addresses such questions as: Why has the Soviet Union built this impressive fleet? What is its role? How do their ships, armaments, training, manpower and communications rate? What is their building program and command structure? Where are their bases, shipyards and fleets disposed?

In the second section, Soviet ships are pictured by type and class, along with their vital statistics. Also discussed are the Soviet naval air force, infantry (marine corps), missiles, guns, antisubmarine weapons, radars and ocean surveillance satellites.

What's a Drilling Reservist All About

USNR, huh? What are you doing here?

That's a question often asked aboard Navy ships and stations. It's probably answered differently by each Reservist.

In any case, the Reservist on ACDUTRA does just about the same thing as any Navyman. He performs the normal duties of his rate, continues his training, works for advancement and waits for liberty call. There are currently about 100,000 drilling Reservists doing all these things and they represent all enlisted ratings and officer specialties of the Regular Navy.

Most Reservists aboard ships and stations are Ready Reservists. They are ready to be mobilized—brought into the active service—within 24 hours in case of national emergency, and would be on duty and up to speed in a matter of days.

Since it was established more than 60 years ago, all or part of the Naval Reserve was activated in each war and national emergency. During World War II about

three-quarters of the active Navy, some 300,000 officers and 2.5 million enlisted men, were Reserves.

But, you could ask, why does a Reservist continue to turn up for drills and ACDUTRA year after year?

Again, there are almost as many answers as there are Reservists. The traditional incentives are easily listed: drill pay, promotion, retirement benefits.

Often, however, these traditional incentives are not the deciding factors in continuing service in the drilling Reserve. One frequently mentioned reason for staying in the active Reserve is the complete change of pace it provides. Take, for example, the city policeman who is a Reserve torpedoman's mate, the elementary schoolteacher who is a Navy journalist working on a ship's paper, the construction electrician who is a Navy photographer, or the traffic manager or salesman who is a machinist's mate.

Even the civilian office worker/yeoman, electrician/Reserve electrician's mate, and others whose civilian occupations parallel their Naval Reserve rating experience a drastic change in performing the Navy job compared to the similar skill in civilian life.

The opportunity to work with people representing so many different occupations is another reason often given for joining the Reserves. In civilian life there is a tendency for teachers to spend much of their time

Soviet Strategy in Europe—Edited by Richard Pipes (Crane, Russak & Co., Inc.; New York; 316 pgs; \$14.50 cloth, \$7.50 paper.)

A collection of eight papers which assess the role of détente as it affects Europe today. The authors analyze the political, military and economic issues and present evidence that détente in itself will not bridge the chasm between the world views of East and West.

Subjects covered are: Détente: Moscow's View; Decision Making in the USSR; Soviet Policy and the Domestic Politics of Western Europe; Soviet-East European Relations; Soviet Military Capabilities and Intentions in Europe; Soviet Military Posture and Policy in Europe; Soviet Economic Relations with Western Europe; and West European Economic Relations with the Soviet Union.

Advanced Racing Tactics—by Stuart H. Walker (W. W. Norton & Company, Inc.; New York; 399 pgs; line drawings; \$15.00.)

Dr. Stuart Walker, one of America's leading sailboat racing skippers, directs this book at those racing in large fleets, at major championship events, in open water—national regattas, Olympic trials and the like. It is for the advanced racing skipper, or the skipper who is ready to become one.

Using his experience and case histories, Dr. Walker demonstrates how the tactical situation, the weather, the current and the overall strategic considerations can be put to use. Analyzed in depth are preparation, tactical principles as applied to starting, beating, reaching and running, and finishing.

No Time on Our Side—by Roger Chapman (W. W. Norton & Company, Inc.; New York; 168 pgs; b&w photos, drawings; \$7.95.)

Two men trapped in the disabled minisubmarine *Pisces III*, 1575 feet deep—no one had ever survived

an accident at such a depth. This is the thrilling story written by one of those men. The horror of plunging helplessly to the ocean bed. The agonizing trials of being imprisoned day after day in the tiny steel sphere in dank darkness. The air becoming so foul and oxygen so poor that survival turned into a struggle against slipping into a merciful coma.

It is the story of the rescue. Men and equipment rushed to the scene by air and sea from Britain, Canada, the United States and Ireland. A race against time. The struggle to lift *Pisces III* from the ocean floor as it brutally bucked the men inside while suspended from a ship tossing on the surface. Divers fighting to prevent it from plunging back into the depths. It is the story of the heroic success—and aftermath.

Guderian: Creator of the Blitzkreig—by Kenneth Macksey (Stein and Day; New York; 226 pgs; b&w photos, maps; \$12.50.)

A biography of General Heinz Guderian, the Nazi officer most responsible for creating the blitzkreig in World War II. This book relates how he built the Panzer Force in the face of stolid opposition from the conservative elements of the German General Staff. The book follows Guderian as he personally leads the lightning campaigns by tank and aircraft that quickly put the greater part of Europe under Nazi domination. It studies how he swung from adulation of Adolf Hitler to outright opposition.

In writing this book, Kenneth Macksey was given access to the extensive Guderian family archives and the full cooperation of the general's older son. Important new material throws fresh light on the crucial campaigns in Poland, France and Russia; illuminates the fatal struggles within the German hierarchy; and gives clear insight into the mind and motives of the creator of the blitzkreig.

with teachers, office workers with office workers, and so on. In the Reserves there is an integration of skills and life-styles that seems to be refreshing.

Just the mixing of younger and older Reservists is a change. Many middle-aged Reservists come to understand their own children and get along with them better as a result of their Reserve work with seamen and junior petty officers. It works the other way too. Younger Reservists often come to understand their parents and older civilian associates better through their working experience with older Reservists.

Drilling regularly in Naval Reserve duties with policemen, firemen, hard hats, blue collars, white collars, managers and professionals, each Reservist comes to know the others as shipmates, rather than as stereotypes. Somehow it seems to cause each to recognize the best in others. For some Reservists this by itself is almost reason enough.

Physical and mental activities associated with the Naval Reserve are a change of pace too. Consider the day or weekend at a rifle and pistol range for qualifications, the athletics aboard ship, station or Reserve Center. And who can deny that checking Navy Regs and instructions to be sure of doing it the Navy way is a new mental exercise?

Reserve family visits aboard bases, and sometimes

ships, can provide lifelong memories to the children. How many families with children have a chance for a dependents' cruise on a large Navy ship, or a leisurely tour of the shops and offices of a base or air station? Even a Sunday meal at a station mess hall beats any highway hamburger shop that a civilian family routinely frequents.

Since most Reservists have had several years of active duty, ACDUTRA can be a nostalgic tour too. Imagine the memories and amazement of a World War II submariner who is able to visit the nuclear submarines of the modern Navy. Or the Air Reservist who can compare today's ASW aircraft and electronics equipment to those of the PBM, PBV or lighter-than-air craft of his first active duty tour.

In many cases the Reservist may even have a chance to visit foreign ports while on ACDUTRA. In recent years there have been many opportunities for such tours that include liberty in Spain, Italy, Greece, Pearl Harbor, Canada, Mexico and Caribbean ports.

Last, but not least, Reservists continue to turn up for drills and ACDUTRA year after year simply because every one of them knows his readiness to serve is a current, countable asset in his country's defense. It is old-fashioned patriotism in the form of a Ready Reserve ID Card.

—JOC Herb Perkins, USNR

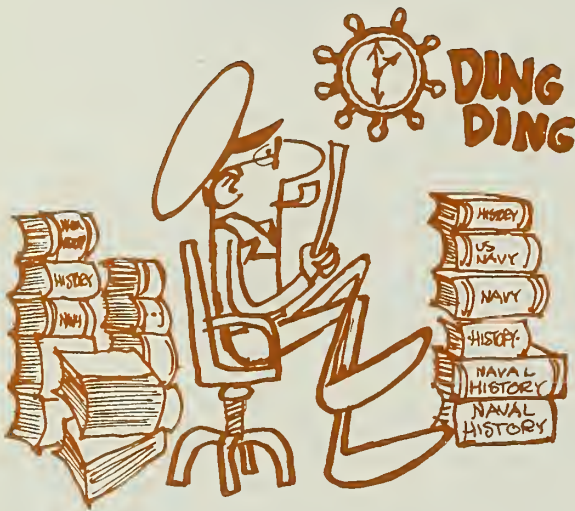
peared in the 1935 edition of the Methodist Hymnal, and begins with the words "O Master of the Waking World."

The words of "Eternal Father," now better known as the Navy hymn, were written in 1860 by Rev. William Whiting of the Church of England. After he had survived a vicious storm in the Mediterranean, Rev. Whiting was inspired to write the following words, the first stanza of "Eternal Father":

*Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bid'st the mighty ocean deep
Its own appointed limits keep;
O hear us when we cry to thee,
For those in peril on the sea.*

The music was composed by Rev. John Bacchus Dykes. The composition was originally entitled "Me-

for the NAVY BUFF



Some time ago we ran a feature called "For the Navy Buff" which was a potpourri of little-known facts about the Navy. Response to the feature was good, so we've decided to clutter up your minds some more. Here, then, are more questions you may never have thought to ask, but might like to know the answers to anyway.

Q. I recently heard a hymn entitled "O Master of the Waking World," which sounded very much like our Navy hymn, "Eternal Father, Strong to Save." The lyrics were different, but the music was the same. What's the story?

A. Your musical ear was in tune. What you probably heard was "The Kingdom of God," which ap-

peared in the 1935 edition of the Methodist Hymnal, and begins with the words "O Master of the Waking World."

The hymn has long appealed to seafarers, particularly those of the United States, British and French navies.

How did it come to be our Navy's official hymn? In 1879 Rear Admiral Charles J. Train, then a lieutenant commander and officer in charge of the Midshipmen Choir at the Naval Academy, initiated the singing of "Eternal Father" during Academy chapel services.

Another popular stanza, with a Naval Aviation theme was written during or shortly after World War II. It goes like this:

*Lord, guard and guide the men who fly
Through the great spaces in the sky,
Be with them always in the air,
In dark'ning storms or sunlight fair.
O, hear us when we lift our prayer,
For those in peril in the air.*

Q. My ship has an instruction which says cooks will shine the ship's bell. This might make sense if the bell were on the mess decks, but it's not, it's on the forecandle. Shouldn't this be a job for the deck division?

A. You must be a cook. This squabble has been going on ever since cooks and bells have shipped in the same vessel.

Tradition has it that shining the ship's bell is the cook's job, the reason being that in days of sail the bell hung close to the galley and the cook was the logical person to do the shining.



The tradition lingers today, but on many ships the duty does fall to the deck division, most often to a quartermaster or signalman striker. It's one of those prerogatives of the commanding officer.

Another Navy tradition says the ship's bugler, if there are any left, is responsible for shining the ship's whistle (we suppose because they both make a lot of noise). But again, in practice, if the whistle is of a material that can be left exposed and unpainted, someone in the division charged with upkeep of that part of the ship maintains the whistle.

Q. A chief petty officer who served in an Iowa-class battleship during World War II says the recoil from a broadside of nine 16-inch guns would push his ship eight to 10 inches in the opposite direction. Someone else says this kickback would be three to four feet. What is the actual distance a BB would be pushed by a broadside recoil?

A. The official word is "about two feet." Logic and a few facts help clarify the "about" portion. A big, heavy Iowa-class battleship would be pushed less by broadside recoil than a smaller BB with the same guns. It's true that the Iowa-class 16-inchers were 50-caliber, and other classes had 45-caliber guns, but considering the Iowa weight advantage the larger caliber probably made little difference in recoil push.

If you consider other factors, such as roll, speed, wind and sea conditions, it might be safe to argue that the recoil push of any given broadside cannot be figured before the salvo is fired. So, "about two feet" is about the best answer.

Q. What is the meaning behind the sleeve device worn by JAG officers?

A. It's called a Mill Rinde, and unless you're a student of heraldry, you may not have guessed it. The elements that make up the device have, of course, special significance.

The two gold oak leaves curving to form a semi-circle symbolize two things—the strength of the hulls of early Navy ships constructed of oak timber, and a counterbalance, such as the scales upon which justice is weighed.

Between the oak leaves is the strange-looking

shape called the mill rinde. It's also known as the link or cramp of a millstone. Down through the years, this implement, centered in the lower of two millstones, has been used to bear and guide the upper millstone equally and directly in its course. In so doing, it keeps the stone tracking properly, thereby contributing equal steadiness to every part.

Use of the mill rinde as a juridical symbol was suggested as early as 1527 by Bossewell, in his *Works of Armorie*. He wrote that such a device "might conveniently be assigned and given to judges, justices and to such others who have jurisdiction of the law, as a sign, or token for them to bear in their arms. This is to say . . . all judges are 'bounden' and tied in conscience to give equally to every man that which is his right." Other heraldry authorities have supported this concept, which led to its inception into the Navy.

Q. A square-rigged submarine? I heard it, but I don't believe it.

A. Believe it. In May 1921 the submarine USS *R-14* was dispatched from Pearl Harbor to hunt for a missing tugboat. After carrying out an exhaustive search for the missing tug, *R-14*'s skipper found himself out of fuel some 100 miles from Hilo Bay, the nearest port. To make matters worse, his radio



wouldn't work and he couldn't let Pearl know of his position or of his predicament.

The CO then decided to turn his ailing sub into a windjammer. At 0930 on 12 May, his log says, the crew began making the foresail.

A dozen hammocks were broken out and sewn together six long by two deep. The torpedo loading king post was put into place and became the foremast. Five pipe bunk frames were laid end to end and lashed together for the foreyard.

By noon the sail was in place. The afternoon watch's log told an odd story for a submarine: "Underway on starboard tack steering 320 degrees true making for Hilo Bay, speed estimated one knot."

Her crew wasn't satisfied with a mere one knot and started work on a mainsail. Six blankets were sewn together, two deep by three long, with one-

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inch curtain rods taken out of the officers' quarters serving as yards. The resulting contraption was lashed to the radio mast, and by 1845, *R-14* had a mainsail. Now her speed was estimated to be 1.5 knots.

This still wasn't enough for *R-14*'s crew, who by now had become caught up in the spirit of the thing. They wanted to fly before the wind, with salt spray lashing them in the face. They wanted two knots.

So they made a mizzen sail. This time eight blankets were sewn together, two deep by four long. The yards were bunks and curtain rods again, and the boom of the torpedo loading king post (stepped forward) was now set up aft and became the mizzenmast.

With her three sails billowing in the breeze, *R-14* was now zipping along (as it were) at two knots.

At 0830 on 15 May 1921, the submersible square-rigger sailed into Hilo Bay, truly, we suspect, a sight to behold.

Q. When was the first band concert held on board a U. S. Navy ship?

A. According to a history of Navy music entitled "Battling Bandsmen," the band which played aboard the 28-gun frigate *uss Boston* in the harbor at Messina, Sicily, in 1802 provided the first recorded instance of a formal band concert aboard a U. S. Navy ship.

The idea might be said to have received a great deal of acceptance—at least by *Boston*'s skipper. During an exchange of official courtesies, the band from one of the regiments quartered at Messina visited Boston to "treat the Yanks to a concert." *Boston*'s CO was so pleased with the performance that he got underway for America with the musicians on board, despite their protests.

As might be expected, the United States government disavowed the act and directed that the musicians be returned to their homes forthwith.



Q. What is the origin of the star on the line officer's sleeve and why is it placed with a single point down when the single point is placed upward on flags?

A. Two questions without any apparent answer.

The star insignia on a line officer's sleeve was first authorized in U. S. Navy Uniform Regulations approved on 28 Jan 1864. The reason for its adoption, if any, has been lost.

Actually, the star was originally adopted in 1837 to distinguish officers of the Engineer Corps. In 1861, lieutenants serving as executive officers were directed to wear a gold embroidered star above the gold lace cuff stripe to indicate the precedence to which they were entitled by law.

All the regulations covering the star insignia have, since 1873, specified that one ray would point downward toward the gold stripe of the sleeve. No reason is given.

Q. I once heard of a dog being given a captain's mast. True?

A. True. Itchy, a dog of uncertain pedigree, once trod the decks of *uss Opportune* (ARS 41) as ship's mascot. Itchy was all-Navy and even had a service record stating that he was a coxswain, USN. He also wore a modified dress uniform to inspections. Page



two of his service record included the question "Do you plan to make the Navy a career?" "Yes, I plan to spend my life in the Navy," Itchy had answered dogmatically.

Then one day, while the ship was visiting Guantanamo Bay, Cuba, Itchy heard the call of the wild, or something, and went five days AWOL.

No exception to the Navy rule, Itchy was given a captain's mast. It was a grim day when the crew was called out to quarters to hear Itchy's sentence. The skipper told all present that Itchy was to be reduced in grade, and that he would lose five bones a month for six months.

Itchy, like any other sea dog, had found that going AWOL was definitely barking up the wrong tree.

Q. As a flag lieutenant, I've heard a lot of stories about the origin and early use of aiguillettes. Can you set the record straight? Where did the practice of wearing decorative cords around the shoulder originate?

A. The word aiguillette means a small needle, and is the tab which covers the ends of cord, such as those of a shoe-string. By extension, the term also refers to any ornamental studs, cords, or pins.

Contrary to popular belief, the aiguillette was never a cord to which a pen or pencil was attached so that generals and staff officers could write dispatches.

Nor was it a rope carried over an aide's shoulder to hobble the general's horse.

Nor was it a hangman's noose.

It is, in fact, a term that originally referred to the lacing used to fasten plate armor together—particularly the lacing supporting the arm defenses. A knot or loop arrangement was used which sometimes hung down from the shoulder. For such use, pointed tabs were placed on the ends of the lacing to allow threading and to keep it from unraveling. Hence, the term aiguillette.

Aiguillettes were added to the uniform of the U. S. Navy in 1907 to be worn by naval aides to the President and the Secretary of the Navy. Their design was undoubtedly copied from those already worn by officers of other countries.

Q. I have read that a Navy bean is called a Navy bean "because there's more water in 'em." Can you give me the real reason?

A. More water than what—mangoes? Breadfruit? Undoubtedly, they are less waterlogged than, say, a watermelon. In fact, Navy beans contain only 12.6 per cent water.

So how did they get the name? According to a reliable source (the dictionary) Navy beans are any of a white-seeded variety of the common kidney bean that is grown especially for its nutritious seeds. In some quarters they are called pea beans.

We thought the Navy bean might be another custom borrowed from the British. It isn't. British housewives who want Navy beans, we are told, sim-

ply ask for "that little white-seeded variety of the common kidney bean."

Further research led to these discoveries:

- A United States sailor's daily ration during the Civil War consisted of a pound of beans and salt pork.

- The 1917 edition of an encyclopedia refers to Navy beans, thereby officially establishing that the Navy designation was used during World War I.

- Navy cookbooks made no reference to beans as Navy beans until 1932.

The fact is, we have been unable to establish authoritatively the when, where and why of the Navy designation to the bean.

In view of the evidence, however, it seems reasonable that these beans became a seagoing staple, thus Navy beans, because of their low water content, their ability to withstand bulk unrefrigerated storage and their unusually high nutritional value.

Q. Aside from *uss New Jersey* (BB 62), I say the last battleship to be decommissioned was *uss Wisconsin* (BB 64). My friend insists it was *Iowa* (BB 61). Who's right?

A. You are, but only by 12 days. *Iowa* was decommissioned on 24 Feb 1958. *Wisconsin* went out on 8 Mar 1958.

Q. Has a surface ship ever been fitted with Polaris missiles?

A. Yes, one. *uss Observation Island* (EAG 154), a converted merchant freighter, was fitted with one Polaris launcher on her fantail for test firings in the Polaris development program.

The conversion, which took 13 months, also gave her sophisticated navigation gear similar to that in the fleet ballistic missile submarine, a roll stabilization system, extensive workshops to support the missile system and new navigation, fire control and launching systems.

On 27 Aug 1959 *Observation Island* fired a Polaris ballistic missile from a ship at sea for the first time, off Cape Canaveral.

Incidentally, two other U. S. Navy ships before *Observation Island* have been used as floating missile test launchers. They were *uss Norton Sound* (AVM 1), which tested the *Viking* rocket, and the converted battleship *uss Mississippi* (AG 128), which tested the *Terrier* missile.

Q. How many ships has the U. S. Navy had named *George Washington*?

A. Three. The first was purchased by the Navy in 1798. She was rated at 32 guns and at least once in her career carried American tribute to the Dey of Algiers. Adding to this humiliation, the Dey on one occasion forced her to carry his emissaries and gifts to the Grand Seignior of Constantinople. She was sold in 1802.

In 1908, Germany built a ship named *George Washington* and used her in the trans-Atlantic run. She was seized by the U. S. in 1917 and used as a troop transport throughout World War I. In 1918 this ship carried President Woodrow Wilson to France for the Versailles Peace Conference, marking



for the NAVY BUFF

the first trip to Europe by a U. S. chief executive. Later she was called up for World War II service under the name *uss Catlin* (AP 19). Following the war she was placed in the Maritime Reserve Fleet and later sold for scrap in 1951.

The latest *George Washington* is, of course, SSBN 598, our first fleet ballistic missile submarine, launched on 9 Jul 1959.

Q. When did the Navy stop naming submarines for fish?

A. This has been an on-again, off-again proposition over the years. The Navy's first submarine, *Holland*, was named in honor of her designer and builder John P. Holland. Immediately after that subs were named for fish and other forms of sea life. This practice actually predated the Navy's submarine force since David Bushnell's one-man sub was named *Turtle*, and some years later Robert Fulton built a sub and named her *Nautilus*.

In 1911, with a growing submarine fleet, the Navy abandoned the practice of naming its underwater craft and designated them with letter-number combinations. This was done until the early 1930s when



the Fleet-type subs went into production and marine creatures' names were once more used. The advent of the postwar nuclear Navy found subs with names such as *Nautilus*, *Seawolf*, *Skate* and *Skipjack*.

When the fleet ballistic missile subs were building they posed something of a naming problem because they were to be strategic rather than tactical weapons.

A variety of schemes for naming the new boats was proposed, including the use of states, cities and submarines lost in WW II. The Navy finally settled on famous Americans known for their dedication to the cause of freedom and foreigners who contributed to America's cause. *George Washington*, appropriately enough, was the name chosen for the first FBM sub.

Q. It has occurred to me that the safety of a ship working her way through a busy harbor might be increased by the use of turn signals similar to those on automobiles. Has this ever been tried?

A. As a matter of fact it has, but without much success. In 1960 the Navy ran an experiment aboard the cargo ship *usns Golden Eagle*. This was after an evaluation had been made of lighted turn signals used on a Dutch ship in the English Channel.

Designed for meeting and crossing situations, *Golden Eagle's* turn signals were lighted arrows

mounted across the railings on the forward side of the flying bridge. Each arrow was composed of twenty-eight 100-watt bulbs enclosed in amber globes. They were visible to oncoming ships through an arc of 120-degrees. The control panel for the signals was mounted on the forward bulkhead of the wheelhouse, and when the switch was thrown, the lights flashed for 30 seconds. Additional settings could be made to allow for a longer maneuver.

Apparently, turn signals at sea didn't work out since we haven't seen any recent ships flashing a right turn into port.

Q. What was the last diesel-electric submarine built by the U. S. Navy?

A. The last noncombatant diesel-electric sub built was *uss Bonefish* (SS 582). One of three boats in the *Barbel*-class, she was commissioned on 9 Jul 1959. She has three 4800-hp diesel engines and two 3150-hp electric motors. They can push her "teardrop" shaped hull to 25 knots submerged, and 15 knots on the surface.

Q. How big is the anchor chain on an aircraft carrier?

A. Too big to heave around by hand. The anchor chains on *uss Enterprise* (CVN 65), for example, weigh 333,360 pounds—more than 166 tons. She carries two 180-fathom lengths (2160 feet) which figures out to a total of 926 links. Each link is about 28 inches long, 17 inches wide and five inches thick.

Tests showed that the chain's breaking strength is more than 2.5 million pounds—more than enough, its builders felt, to handle any strain *Enterprise* will put on it.

The chain is a forged die-locked type first designed and developed by the Boston Naval Shipyard for *uss Forrestal* (CV 59). The initial order for it was placed in April 1959, and it wasn't finished until almost two years later, in the spring of 1961—more time than needed to build entire ships 20 years ago.

Q. When was the pilot ejector seat developed?

A. When jet aircraft came onto the scene it became apparent that some sort of new method for getting the pilot out of a damaged plane was needed. It was kind of tough to jump out of a plane going



at jet speeds and, if you got out, even tougher to clear the plane's tail section.

With this in mind, the Bureau of Aeronautics' (now Naval Air Systems Command), Airborne Equipment Division started work on the ejection seat in 1946. The work was based on German technical papers which revealed the Germans were on the way to solving the problem. Reports of English and U. S. Army Air Force experts were also used. BuAer researchers discovered that the Germans had injured several of their experimental personnel, who had been recruited from prisoner-of-war camps, in testing an ejection seat which used a single charge. It was found that the single charge blasted the subjects from the plane without making allowance for body structural weaknesses. In some cases the charge compressed the spine enough to cause permanent injury.

The Navy thus developed a seat which used two charges. The first charge started the seat from the plane and a second charge, just a moment later, gave it momentum to clear the plane without putting all the push in one charge. Because of this, the spine was able to contract more gradually and the danger of injury was greatly lessened.

On 30 Oct 1946 Lieutenant (jg) A. J. Furtek made the first live test of the U. S.'s ejection seat when he was safely blasted from a JD-1. The plane was flying at about 250 knots at 6000 feet over Lakehurst, N. J.

A. A friend says he remembers reading of a U. S. Navy ship during WW II that had wooden guns. Is he pulling my leg?

A. Nope, your friend is telling the truth. On 18 Dec 1941 the U. S. Navy took a French ship, the *ms Marechal Joffre*, into custody and sailed her from Manila to San Francisco by way of Borneo, Java, Port Darwin and Sidney. En route to San Francisco the skipper decided he needed a submarine deterrent, so he had two wooden 5-inch guns built—one fore and one aft. These guns were manned whenever submarine attacks were expected. When the ship



reached San Francisco the guns were removed, the ship converted to a troop transport and renamed *uss Rochambeau*.

Wooden guns weren't exactly a new idea in WW II though. During the 17th century, when pirates were on the roam, most ships rigged up wooden guns in addition to any real ones on board. Called "Quaker Guns," these fakes were mounted where pirates could easily see them and, it was hoped,

would think twice before attacking such a heavily armed ship.

Q. I heard that there was once a red, white and blue buoy in Chesapeake Bay. What was it used for?

A. You're probably referring to a buoy moored in Baltimore harbor on 5 Sep 1914. Called the Star-Spangled Buoy, it marked the spot where Francis Scott Key wrote our National Anthem while a prisoner in the British frigate *hms Minden*. The buoy was a tall nun type, with 16 alternate vertical red and white stripes topped with a blue field and 15 white stars. It was removed on 2 Nov 1914.



Q. I know the official date for the founding of the Seabees is set in 1942. I also know there was a group of carpenters, painters, bricklayers, plasterers and other building tradesmen who formed into a "guinea pig" outfit at Great Lakes in September 1918 and was known as a Construction Battalion. When were the Seabees established?

A. There was indeed a connection between the Seabees and the construction units located at Great Lakes during World War I.

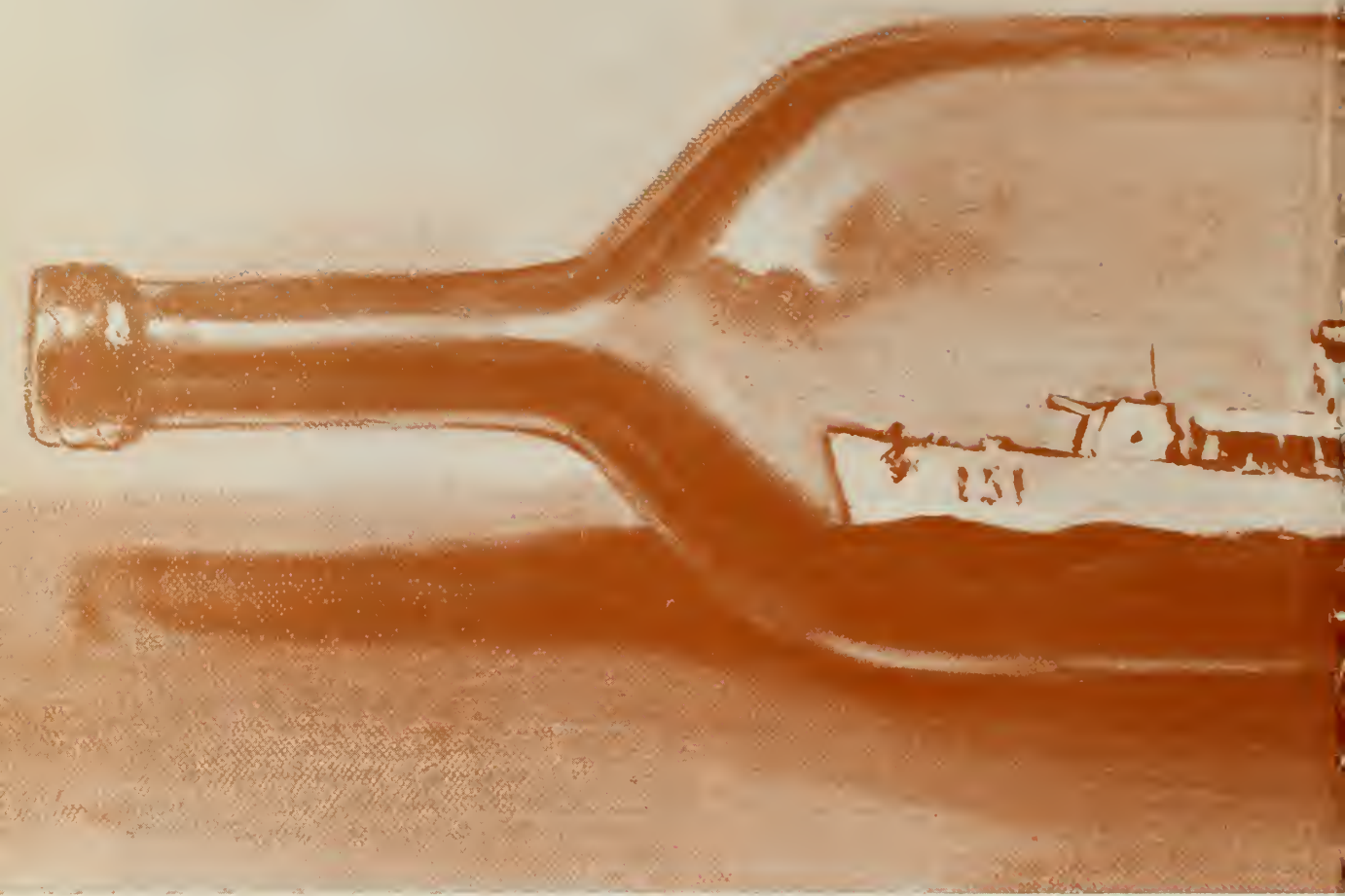
The term Construction Battalion was not used until the mid-1930s when it was written into war plans.

The Twelfth Public Works Regiment (the outfit you refer to?) was organized in December 1917 from a number of public works companies engaged in construction and maintenance of 10 separate camps at the Great Lakes Naval Training Station.

The Twelfth Regiment trained several hundred men for construction duties during WW I, but the Regiment was disbanded after the war. The concept of assembling construction forces with skilled enlisted men was rekindled under the name Construction Battalion when Rear Admiral Norman Smith became Chief, Bureau of Yards and Docks, in 1933. As a young lieutenant, ADM Smith had been involved in forming the original Public Works companies at Great Lakes.

However, the Navy established the World War II date of 5 Mar 1942 as official for the founding of the Seabees, and that's the way it is.

—JO1 Tom Lansing



Navy Alcohol Safety Action Program

Combating the Evils

Alcoholism is not only a Navy problem but with nearly 10 million alcoholics in the United States, a national problem as well. In an effort to do its part to help those suffering from this disease, the Navy, in 1967, began establishing its Alcoholic Rehabilitation Centers (see ALL HANDS Nov '74).

The Navy realizes that alcoholism is a safety problem,

particularly when combined with driving. In fact, auto accidents are seven times more frequent among alcoholics than nonalcoholics. The Navy now has a program designed to help problem drinkers and get them off the road.

The Navy Alcohol Safety Action Program (NASAP)



of Demon Rum

was initiated as a pilot program at Pensacola, Fla., in September 1974, to deal with all aspects of safety that may be jeopardized by alcohol abuse. Another unit was opened at Norfolk, Va., in January 1976. During the next year nine additional units are to be established. The new NASAP sites include: Charleston, Jacksonville, New London, Orlando, Pearl Harbor, San Diego, San Francisco, Seattle and Washington, D. C.

This program is aimed not at trying to treat casualties

at the bottom of the cliff, but rather, at building fences at the top to prevent future crises. The program enables earlier identification of problem drinkers and alcoholics involved in traffic and safety violations, work accidents and disciplinary offenses. Through this early identification, they may then be channeled into education or treatment programs before the alcohol problem worsens.

Co-sponsored by the Alcoholism Prevention Division of the Bureau of Naval Personnel and the Naval Safety

Navy Alcohol Safety Action Program

Center, NASAP provides alcohol and alcoholism education. Through NASAP, judges, law enforcement officials and commanding officers are offered an alternative to the traditional punitive approach to dealing with those whose problems with alcohol produce secondary problems. The program is based on the U. S. Department of Transportation's Alcohol Safety Action Program (ASAP), but extends further than a fundamental concern with drinking and driving.

Navy research indicates that alcohol is often a factor behind other problems. These include job-related accidents, fights in barracks, unauthorized absences, excessive sick calls and hospital treatment, family or financial difficulties and decreasing job performance. The Navy program recognizes that these incidents, along with motor vehicle traffic offenses, are "red flags" signaling the need for treatment or education of the individuals involved.

The extent to which alcoholism or alcohol abuse constitutes a problem for the Navy raises the obvious question—how large is the problem? Another logical question: How many Navy people are involved in scrapes with the law, traffic or safety violations, or disciplinary offenses because of alcohol?

Based on data collected by the Naval Safety Center in Norfolk, Va., NASAP officials conservatively estimate that between July 1973 and June 1974, alcohol-related accidents involving naval personnel resulted in 114 deaths and 447 injuries. Additionally, the Navy lost \$8.5 million in property damage and personnel losses. These figures include only motor vehicle accidents and situational accidents.

Alcohol directly accounted for 101 of 284 deaths and 334 of 1547 injuries in total Navywide vehicular accidents. "Alcohol-related" is defined as having a blood alcohol content (BAC) of at least .05 per cent. The costs of these accidents were \$6,585,200 due to deaths and \$768,200 due to injuries—a total of \$7,353,400.

Commander Gerald Bunn, program coordinator in the Bureau of Naval Personnel's Alcoholism Prevention Division, said, "These are conservative figures. While



our alcohol-related fatalities run 35 per cent of the total, we know generally that at least half of all fatalities on the highways are alcohol-related. We also know from our studies that military drinking habits approximate those of the civilian population.

"A significant point about alcohol-related arrests is that only 33 per cent of them were for driving while intoxicated (DWI)," CDR Bunn noted. "Thus, only a third of those arrested would receive help under most ASAP-type drunk driving programs. But with the Navy's program, we will be able to reach a larger percent of those arrested for alcohol problems.

"Another point we have found about the individuals who are involved in the DWI arrests is that they are generally repeaters," the commander added. "This kind of behavior is typical of people who are not being helped."

- The repeater rate for *untreated* Navy personnel arrested for driving while intoxicated is approximately 52 per cent during a one-year period, one survey showed.

- A study conducted on the ASAP in Fairfax, Va., found that the repeat rate drops to seven per cent for those who receive educational counseling or treatment through an ASAP-type program.

"What all this information says," CDR Bunn explained, "is that with respect to alcohol-related accidents and arrests, the Navy has a problem, as does the nation. There is a need for an action program to help these people, and the Navy is doing something about it."

Another way of looking at the alcohol problem is to consider how the deaths and injuries related to alcohol problems affect Navy manpower capabilities. From



July 1973 through June 1974, a total of 74,901 mandays were lost to the Navy due to accidents. There were 114 injuries and 13 deaths, at a cost of over \$1 million. These numbers are believed to be conservative because of the insufficient reporting of alcohol as a contributing factor.

"We can see that a problem exists in the Navy with alcohol-related accidents, injuries, and offenses, and that alcohol-related automobile accidents are a large part of the problem," CDR Bunn said. "The problem can have serious consequences on operational effectiveness and on the efficient use of manpower. But we're concerned, too, with the needless human suffering of the individual and his family and friends who are all affected. It is not only a personal problem; it is the Navy's problem."

The basic approach of the NASAP and other ASAP programs is that "crisis intervention," which occurs when an alcoholic or potential alcoholic is identified through some alcohol-related safety offense, provides the opportunity to "motivate" the individual to deal with the underlying problem. The programs work in conjunction with local law enforcement systems—the individual must make a choice between going to school or being sent to jail.

In Virginia, for example, a judge can place a man on probation for a period of one year, pending sentence, during which he can complete either an ASAP-type education program or he can receive treatment. The program is voluntary and the offender may elect not to go along with the education approach, but to take a more conventional sentence.

"People found that in such cases, however," CDR Bunn said, "the judges imposed rather stiff alternative sentences. For example, for a first offense of DWI, a fine could be \$150, one year's suspension of license, and 65 days in jail—not suspended. This kind of experience is the reason that in Virginia the election of the education or treatment options has been taken by about 97 per cent of the cases."

The NASAP program has increasingly contributed to saving lives, time, and money for the Navy. Its operation involves four elements: screening, classroom training, instructor training, and civilian/military workshop.



The screening interview is the first step in determining what is needed by an individual who is referred to NASAP. Depending on the extent to which an individual is involved with alcohol, he or she is referred to one of the two levels. The first level is a 36-hour alcohol education program generally directed toward first offenders. The second level involves referral to a rehabilitation facility for treatment.

The 36-hour classroom course was developed by the University of West Florida for the Pensacola pilot project. It is given two nights a week, in three-hour sessions for six weeks. The schedule can be modified to suit other localities. The Bureau of Naval Personnel's Alcoholism Prevention Division is prepared to provide technical assistance and guidance to set up the program.



Navy Alcohol Safety Action Program



The third program element is a 40-hour instructor training course. Eight hours are devoted to course material and the remaining 32 hours are devoted to teaching skills, such as communication. NASAP officials feel that potential instructors need not be recovered alcoholics to be effective in the educational program.

The fourth program element is the civilian/military law enforcement workshop.

"What is expected here," CDR Bunn explained, "is to get the civilian people who are involved with the Navy to gain an understanding of the mutual problems and the approaches to solving them. We go into a community and invite the judges, the probation officers, and law enforcement people who are involved in alcohol problems to meet with our people for a one-day seminar. We describe the Navy Alcoholism Prevention Program and NASAP and ask them to tell us what we can do to help them in their programs."

During the first year of operation of the pilot program it is apparent that the courts are giving 100 per cent cooperation on driving while intoxicated cases. Navy commands are rapidly joining the program and it appears that about 30 per cent of non-traffic military offense cases are being referred to NASAP.

The DWI use of NASAP is 100 per cent because of agreements with judges in the Pensacola area to order a Navy offender directly into this program. The Navy command option plan, which covers the non-traffic military offenses, is in a transitional stage. While the average of all such cases in the Pensacola area using this program for the first year of NASAP operation is about 30 per cent, the percentage has been increasing

each month. For June 1975 it was up to about 45 per cent.

The total number of individuals screened during NASAP's first year of operation was 306 and 233 (or 76 per cent) were graduated from the program. To date, only two graduates got into trouble with alcohol again. A significant indication of the positive feedback from the program is that there have been a number of "walk-ins." These individuals heard about NASAP from their shipmates, felt they either had a potential problem or just wanted to know more about the subject.

Because of NASAP intervention procedures, earlier identification of potential alcoholics is possible. There is no need to wait until an individual's career has been ruined, his family relationships broken and his or her life destroyed before he or she is identified and brought into a positive help program.

The average age of the NASAP participant is 25. This points to the probability that NASAP is reaching the potential alcoholic at an earlier development stage. It may also be symptomatic of the recent trend of alcoholism occurring at earlier ages. (The National Institute on Alcohol Abuse and Alcoholism—NIAAA—has estimated that 1.3 million of the 10 million alcoholics in the country are people under 25. It has also been found that 60 per cent of all traffic fatalities are teenagers.)

NASAP has proven to be a worthwhile program. It provides a much-needed service to Navy people and can improve the Navy's relationship with the civilian community. It is already making significant impact.

—JO2 Jan Wood

For 39 seconds, time and life stood still in Guatemala



Nearly 20,000 dead.

More than 66,000 injured.

One out of every six homeless.

These are not the results of a war, but rather that of last February's earthquake in Guatemala. It registered 7.5 on the 10-point Richter seismological scale and lasted only 39 seconds.

But the waves of shock were far-reaching. Nations around the world rallied to help put the tiny country together again. In Morehead City and Cherry Point, N. C., in Fort Bragg and Fort Benning, Ga. and in Norfolk, Va., soldiers, sailors and marines cooperated in forming the Guatemala Humanitarian Task Force.

Activity along the Eastern Seaboard began shortly after the U. S. Ambassador to Guatemala requested assistance for the Central American nation. Roads needed repair, bridges had to be built and supplies had to be delivered.

An Amphibious Squadron staff—three "gator" ships and a Naval Beach Group detachment—was Navy's input. Army provided a task force of engineers.

With little time for planning, decisions were made rapidly. ComPhibRon 4 picked up Army engineers in Morehead City. A Marine captain went to Guatemala City—the fourth capital in Guatemala's history—to prepare for the squadron's arrival.

The three amphibious ships—USS *Hermitage* (LSD



34), USS *Boulder* (LST 1190) and USS *Fairfax County* (LST 1193)—transported the task force and relief supplies to the town of Santo Tomas.

The staff was in *Hermitage* along with the naval beach group detachment which included two LCUs, two pusher boats, a bulldozer, and an underwater demolition team detachment.

Boulder picked up pontoon causeways before departing Norfolk. After arriving in Morehead City and a loading conference with Army representatives, the "gators" started loading the Army Engineers

Most soldiers had never been aboard a ship before and their first concern was, naturally, seasickness. They were assured that the flat-bottomed ships rode smoothly.

The four-and-a-half-day trip included some shipboard recreation highlighted by holiday routine and a cookout the day before entering port. The Army men rested up during the trip south; it would be weeks before they would have such an opportunity.

Before entering Santo Tomas de Castilla, staff officers boarded *Hermitage* for a planning conference. During the eight days between notification of the operation and the arrival of the ships, soundings had been made of the harbor floor to determine any damage the earthquake caused.

Hermitage dropped anchor, ballasted down and launched her landing craft. The LCUs proceeded to the beach while the LCM-6s offloaded the pontoon causeways from *Boulder*.

Seven divers made reconnaissance dives along the beachfront and moved marker buoys to allow room for maneuvering ships. The Navy beach group detachment set up operations on the beach and directed offloading.





Seabees cleared a roadway for earthmoving equipment and trucks.

Men aboard *Boulder* and *Fairfax County* worked through the night assisting Guatemalans unload cargo from the main decks. The equipment was loaded aboard causeways and pushed to the beach where the Seabees moved it to the marshalling area.

After *Hermitage* recovered her landing craft, the ships departed for home, leaving the Army engineers

at work repairing some 128 miles of road and replacing bridges.

There remains much to do in Guatemala before some semblance of order and normalcy is restored. It will take time. And in the end, U. S. sailors and soldiers and marines will have played an important part.

—Story by PH1 Jon Sagester
Photos by PH1 Sagester and PH3 Oliver



TAFFRAIL TALK

Abner Started It All...

As the nation celebrates its Bicentennial this year, baseball is enjoying a centennial celebration of sorts—1876 was the year the National League was born—and baseball became the All-American game. (Baseball goes further back than that, however. Abner Doubleday had devised the game in 1839 and laid out the first baseball field at a military prep school in Cooperstown, N. Y.)

Since the early days of sandlot, semiprofessional and professional baseball, Americans have been obsessed by the game. When it comes to baseball fans, Navymen have been among the most avid. Legions of communicators couldn't begin to get a night's rest aboard a ship at sea until the day's scores and league standings were published for the crew.

Many, too, are the baseball heroes who were Navy veterans, trading their major league baseball uniforms, temporarily, for Navy blues.

A roll call of these ex-Navymen could form an awesome team and during last year's world series the following players were marked as the "All-Navy World Series All-Star team." Take a look at this dream lineup—all of them Navy veterans and all of them World Series veterans (the years in which they played in the series are carried in parentheses):

Johnny Mize would be playing first base. During his four-year stint with the New York Yankees (1949-1953), he played in two world series.

At second base would be former Navyman Charley Gehringer. He played with the Detroit Tigers (1934-35, 1940), batting .379 in the 1934 World Series.

Shortstop belongs to Harold "Pee Wee" Reese of the Brooklyn Dodgers, 1941, 1947, 1949, 1952-53, 1955-56. Pee Wee batted over .300 in three different world series.

Harry "Cookie" Lavagetto, Brooklyn Dodgers (1941, 1947); holds down third. With Yankee pitcher Bill Bevens one out away from a no-hitter (with two Dodgers on by walks), in the fourth game of the 1947 World Series, Lavagetto's hit enabled the Dodgers to score two runs for a 3-2 victory over the Yankees.

Catcher for this all-Navy team is none other than Lawrence Peter "Yogi" Berra, one of the New York Yankees (1947-1963). Yogi played in more world series (14) than any other player and was elected to the Baseball Hall of Fame.

In the outfield are Tris Speaker (Boston Red Sox, 1912, 1915; Cleveland Indians, 1920), George "Duffy" Lewis (Boston Red Sox, 1912, 1915-1916) and Stan "The Man" Musial (St. Louis Cardinals, 1942-44, 1946).

No one but Hall of Fame member "Rapid" Robert Feller (Cleveland Indians, 1948) could be the starting pitcher for the squad of Navy all-stars.

Manager would be, of course, "The Old Perfessor" himself, Charles Dillon "Casey" Stengel. Yes, he also was a Navyman.

The list continues with other former Navymen who became great baseball players. In our 200th year (and big league baseball's 100th), the Navy salutes these sports figures.

The All Hands Staff

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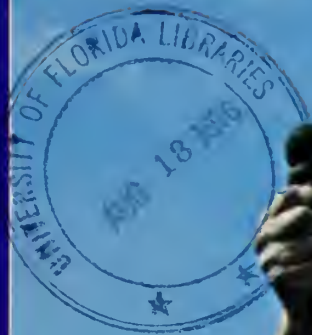
AT RIGHT: If you think this job was rough, you should have seen the dentist as he tried to find out which tooth ached. Actually, Navy dentist LT Jay W. Chrisman helps out in his spare time at the San Diego Zoo. Working on a 157-pound chimpanzee named George is all part of the effort. (Photo by Lt. S. D. Frank, USN)





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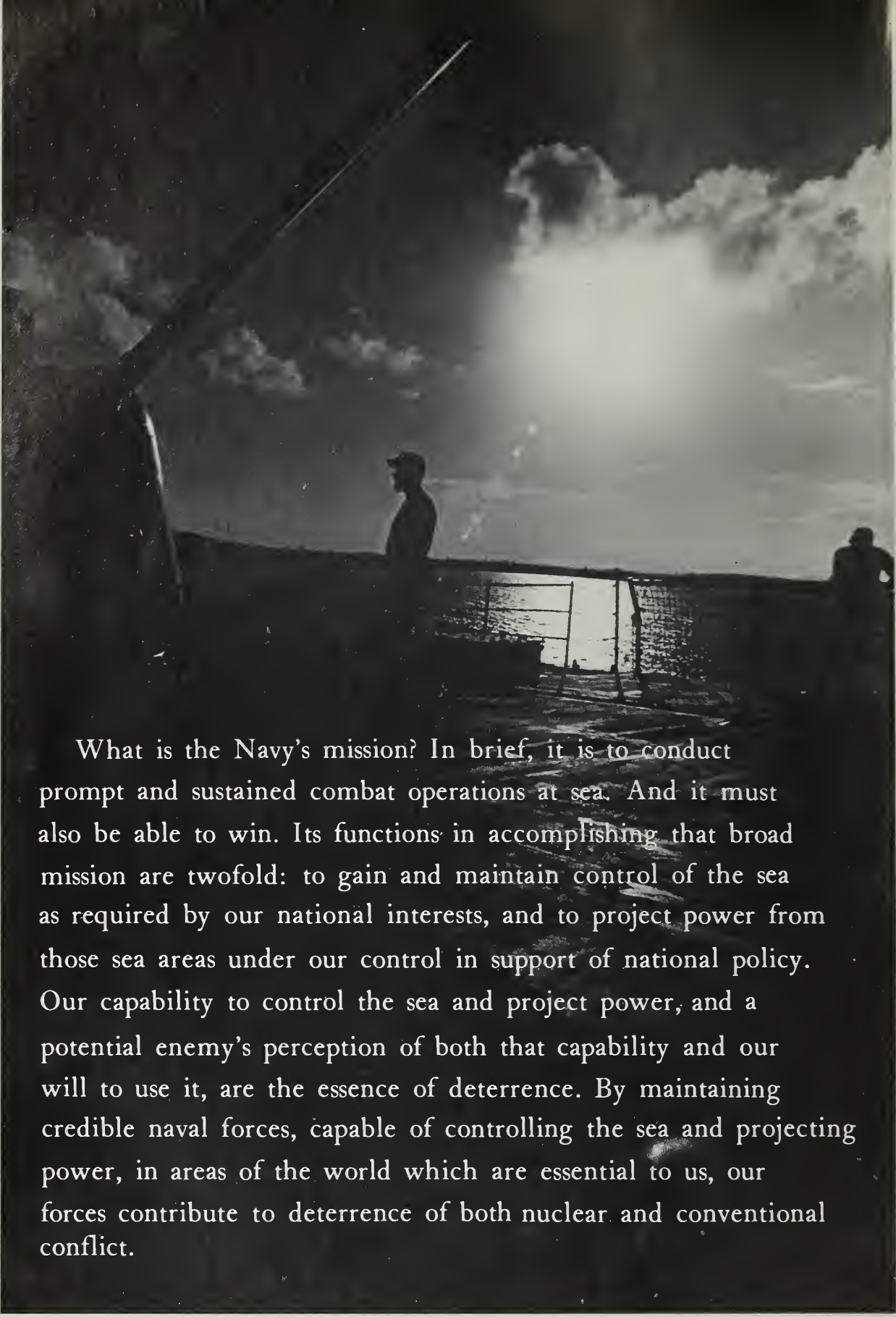
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FRONT COVER: This month, Chief of Naval Operations Admiral James L. Holloway III begins his third year in office. In this issue, ALL HANDS presents some of CNO's views on the problems and challenges facing the U. S. Navy in the months and years ahead. Also presented is a graphic description of the Navy of today and tomorrow.

BACK COVER: The Lion of England adorns the bow of the Revolutionary War replica HMS Rose at Newport, R. i. Every British warship on the American station at that time carried this figurehead. Painting by John Landry (see inside back cover).

AT LEFT: Final naval action of the American Revolution took place off the Virginia Capes on 5 Sep 1781. The French fleet under ADM Francois de Grasse outnumbered and outmaneuvered the British under ADM Thomas Graves. Result; one British ship was damaged and later sunk by her crew. Painting by V. Zveg.





What is the Navy's mission? In brief, it is to conduct prompt and sustained combat operations at sea. And it must also be able to win. Its functions in accomplishing that broad mission are twofold: to gain and maintain control of the sea as required by our national interests, and to project power from those sea areas under our control in support of national policy. Our capability to control the sea and project power, and a potential enemy's perception of both that capability and our will to use it, are the essence of deterrence. By maintaining credible naval forces, capable of controlling the sea and projecting power, in areas of the world which are essential to us, our forces contribute to deterrence of both nuclear and conventional conflict.



CNO...

The Navy & You

The Bicentennial year of 1976 is a national occasion for measuring two centuries of accomplishment. More importantly, perhaps, it offers a vantage point for viewing the future of the United States and setting the course of its history.

Since days of the Revolution, the U.S. Navy has been a vital contributor to America's strength, progress and freedom. And now, in consonance with the rest of the nation, the Navy must look over the horizon. Decisions must be made which will determine the composition of our fleets and the effectiveness of our weapons in defending tomorrow's freedom. Decisions must be made which will affect the careers, the quality of life and the job satisfaction of Navy personnel.

The uniformed individual most responsible for molding the Navy's future is the Chief of Naval Operations, Admiral James L. Holloway III. He stands midway in his four-year tour — an opportune time to assess the past and plan the future.

Since his views and decisions will impact on all of us as Navy persons and American citizens, ALL HANDS focuses in this issue on the Chief of Naval Operations. Admiral Holloway's discussion of key issues, personal interests and plans for the future with ALL HANDS editors is presented on the following pages.

Highlights

- The Navy is more important to our security today than it has been for three decades.
- Public recognition of the Navy's importance is based on an understanding of our national military strategy and the danger of growing Soviet strength.
- Our Navy is still "Number One," but the real concern is for the future.
- A solution to our personnel problems is the key to solution of all our problems.
- It is a misconception that fleet readiness means longer cruises and shorter turn-arounds.
- A fleet build-up must be accompanied by a personnel build-up.
- 100 per cent fleet manning is beginning to show positive results.
- Compensation and other benefits must be adequate to attract and retain highly qualified people.
- A continuous effort is made at the highest levels to identify the vital concerns of Navy people and to take appropriate actions.
- Unionism is unnecessary if the chain of command functions properly.



The Navy is more important today than it has been for three decades. That belief, expressed by U.S. political leaders this election year, reflects a public sentiment.

I am convinced that there has been no time since the end of World War II when the responsibility of the U. S. Navy to provide for the security and defense of this country has been more important than it is today.

Several Presidential candidates and prominent members of Congress have addressed the issue of strengthening our Navy. They have voiced the opinion that we must have naval superiority. The President has directed a National Security Council study on maritime strategy, and has added a \$1 billion supplement to the Navy budget for shipbuilding.

One view is that in an election year people are playing politics with the Navy. I don't think that's true; what is significant is that the legislators and the candidates are really expressing the views of the people whom they represent.

The Navy is the key to U.S. forward strategy which views the oceans as barriers of defense and avenues of influence. A balanced fleet is necessary to carry out our responsibilities.

I believe today's public awareness of the Navy's importance stems from an understanding of our national military strategy and recognition that the Navy's role is really the key to the success of that strategy.

To understand this, remember that there are just two superpowers—the United States and Soviet Russia. Russia dominates the Eurasian land mass. She has her principal allies, the Warsaw Pact Nations, contiguous to her western borders. Her two potential enemies, as she sees them, are NATO Europe on the western flank and the Chinese communists on the southern flank.

The Russians can defend themselves, support their allies or attack their principal enemies without ever having to cross a major body of water. On the other hand, the United States is characterized by its insularity on the North American continent.

We have two international borders—friends on both sides. One of our states, all of our territories and 41 of our 43 allies lie overseas. Our strategy, which is a forward strategy, is based on using the oceans as barriers in our defense. These oceans are also avenues for extending our influence and support abroad to our allies and to those areas of the world in which we have vital national interests.

This forward strategy requires two things, allies and forces deployed overseas to protect these allies and to deter potential aggressors.

The Navy's role in this strategy is also twofold—to provide components of these overseas forces such as the Sixth Fleet in the Mediterranean and the Seventh Fleet in the Western Pacific and Indian Ocean; and to protect those essential sea lines of communication between the United States and its deployed forces, between us and our allies, and between the U. S. and those areas of the world that are important to us, such as the Persian Gulf and South America.

To carry out these responsibilities our fleets must be offensively powerful enough to defeat enemy forces routinely present in their theater of operations and strong enough to defend against attacks by long-range aircraft. Furthermore, we must be able to project power ashore in support of our allies and our forces. Our fleets also require a high degree of logistic independence from overseas bases.

A balanced fleet is necessary to give our Navy these capabilities. There must be balance among types: carriers, surface combatants, submarines, amphibious forces, and support ships. There must also be, within a constrained budget, balance between those very



CNO... The Navy & You

capable multipurpose ships such as carriers and cruisers, which are relatively expensive, and the single-purpose vessels which, being less costly, can be procured in larger quantities to provide the density of force the fleet needs to be effective on a worldwide basis.

This has been our strategy since the end of World War II. What has focused renewed attention on it today is the fact that the Soviets have no need for an ocean-going Navy in their own defense, but suddenly over the past 10 to 15 years have procured a blue water Navy which is number two in the world today. And since they don't need it in their own defense, we are convinced the Soviets' wartime strategy would involve cutting our sea lines of communications. They now have a Navy which is approaching the point where it can carry out that strategy. And what is most important is that the American public is now aware that there is a real threat to our Navy's ability to carry out its mission in the future.

The U.S. has the world's best Navy, but our mission differs from the Soviets'. We can do the job now, but our concern should be for the future. In numbers, Soviet Navy trend has been up; ours has been down.

Are we number one? The answer is yes. It's a simplistic question I think—much like saying who is number one, the Washington Redskins or the Baltimore Orioles. You know one's a football team and the other's a baseball team.

There is no question in my mind that the United States Navy is the best navy, on the whole, of any navy in the world today. But then there comes a very important question: Can the U. S. Navy carry out its responsibilities within the national strategy in the face of Soviet naval efforts to prevent us from doing so? In other words, if we had a war, who would win at sea; who would be able to do their job? I am confident that today the U. S. Navy can do its job, but I think the battle would be a tough one.

We have a slim margin of superiority which would allow us to do what's expected of us. But that applies only for now; my real concern is for the future.

For the past 10 or 15 years, the Soviet Navy has been increasing its capability. They have been getting not only more ships, but ships that are infinitely superior in quality to those they are replacing.

They are leveling off in numbers of submarines, but that percentage of their force with nuclear power is steadily growing.

In 1967 we had 976 ships. This year we have about 480. While the ships we have today unquestionably are superior on an individual basis to those they replaced, a naval strategist also has to consider density of force. One ship can't be in two places. Therefore, we not only need quality, but we need enough ships to cover those areas of the ocean that are important to us.

So, where the Soviet trend has been up, ours has been down. And unless we reverse our downward course, at some point in the future, the trend lines will cross and the Soviets will have the balance of maritime superiority in their favor.

I have made fleet readiness my number one concern. I recognize that the term fleet readiness is considered by many people, particularly hardworking, seagoing sailors in the fleet, as being a euphemism for longer cruises and shorter turnarounds. That isn't the case at all.



To me, fleet readiness is made up of a number of things: adequate numbers of personnel, adequately trained personnel, personnel with high morale. You can't have adequate training and high morale unless you are able to give people a reasonable sea/shore rotation schedule and a balanced tempo of operations—that is, days at sea versus days in port.

If we are going to solve our problems, the first thing we have to do is solve our personnel problems. They are the key to everything else. Because no matter how sophisticated the aircraft may be or how new and modern the ships, we will never be able to make them operate to the full limits of their design unless we have the competent people who can maintain and operate those units.

Our people must be dedicated professionals, and they must be motivated. This means that we must have a solid personnel base.

This year, anticipating new ships coming into the force, I have asked for additional personnel. Also, in order to make up for a shortage of billets that we're discovering as we validate our individual ship manning requirements, we have included additional billets in our request to the Congress so that our ships will be adequately manned.

We want to bring fleet manning to a level where we can maintain and operate the ships properly. And we want to operate those ships on a schedule which enables

us to give our people a reasonable quality of life without penalizing them with long sea tours.

I am pleased with the initial results of our program to achieve 100 per cent fleet manning. I've talked to ship skippers and they are pleased with what they see. They say, "Yes, I've got a shortage of petty officers and a shortage in certain skills. But at least I've solved half the problems, because two months ago I not only had those skill shortages, but I also didn't have enough people. I had to use skilled people in jobs such as master-at-arms and shore patrol, which made it even tougher on those skilled ratings."

In my travels to shore stations in the last several months I've had surprisingly few questions or complaints from individuals about having to go to sea. Most of them recognize that they have had their full tour of shore duty. I'm very pleased to see our people adopt such a reasonable and understanding attitude.

"I want to reaffirm the fact that I am tremendously interested in the vital concerns of our people in the Navy. Satisfaction is very important not only to their morale while they serve, but also to their desire to stay in the Navy and make it a career."

Long-term success for the Navy is predicated in part on establishing reenlistment rates which are high enough to give us the experience and stability that we lack in the Navy today.

The ways we find out what is bothering our people are manifold. First, we learn a lot from letters that sailors write asking for assistance with their problems. Second, we receive information through Bureau of Naval Personnel questionnaires from individuals who reenlist—and from those who don't. We ask, "What were the reasons that you reenlisted?" or for those who didn't ship over, "What were the principal reasons that you made the decision not to make the Navy a career?" I feel that these are very useful in establishing a profile of the good and bad things associated with service life.

And then, of course, on my fleet visits, listening to the questions that individuals ask provides a very good appreciation of what they are thinking.

Armed with this information, I'm prepared to go first to the Secretary of the Navy and the Secretary of Defense, and then to Congress. I point out those personnel programs which, in my view, should have the highest priority in order to influence people toward making the service a career, and thus to enhance the effectiveness of the Navy. As I said, our ultimate success depends on people. In appealing to the Congress for support in areas of compensation and other benefits, I make the point that we are now an all-volun-



CNO... The Navy & You

teer force. In order to get people to come into the service, we have to compensate them to the level that is competitive with the open market. We are now very much in competition with industry, and we have to compensate our people with an eye not only toward pay, but also toward making the service a desirable vocation. And we must inspire our people with the dedication that will help them to accept the hardships of a military life over careers which would appeal to them in the civilian world.

Military unionization is probably unacceptable to the American people. But, the objectives of unionization can be satisfied by a chain of command that works. We must ensure our attitudes are viewed as reasonable for military men and women.

One question I hear from almost every group I talk with these days is, "What about unionization?" I don't believe the American people are going to permit a union system, which would involve any kind of collective bargaining, to be implemented in our Armed Services. I don't believe they would approve of a situation, for example, in which assembled troops could collectively bargain with their leader as to whether they should deploy or whether they should carry out his orders.

I feel that in the Navy, as in all of the Armed Services, we can fully satisfy the objectives of unioni-

zation through our chain of command if we ensure that it works properly.

In other words, if sailors have gripes about working conditions, food, liberty hours, or unreasonable things which are imposed upon them, they go to their chief. And if the chief feels it's a legitimate complaint, he takes it right to the top.

As we all know, problems that are important to the individual are rectified in a ship by appealing up the chain of command. That is why I have emphasized so strongly the importance of the lowest-rated man on the ship having his own personal, individual needs made known to his superiors who can do something about them. Obviously, on occasion there are broader questions which can't be rectified by the captain of the ship. It is important that questions of this nature be brought to the attention of our top naval officials through the chain of command. Also our people may join in support of military-oriented organizations which can represent the broad needs of the people in the Navy, and can speak with a single voice to the Congress.

We can point out the complaints and sentiments of our people to the decision-makers in Congress and the Administration. It is important, however, that the complaints be legitimate.

One thing that we must keep in mind, however, is that sailors are not civilians in uniforms. We are military men and women. We are servants of our country. We are in a unique position. We may be called upon to die for our country. In many cases we have to endure hardships not required of the average citizen—long cruises, separations from home, and rough living conditions aboard ship.

Therefore, we have to be very careful that our attitudes are viewed as reasonable. For example, a person can't sign up in the Navy and then complain because 50 per cent of the early career time is sea duty. I think we're getting a lot less of those kinds of complaints in the volunteer force with the excellent job our recruiters are doing. Our people are coming in with a better understanding of what's involved in being a Navy person.

on the Navy Horizon:

NAVY SHIPBUILDING PROGRAM*

	FY-76	FY-77	FY-78	FY-79	FY-80	FY-81	FY-77-81
AUTHORIZED							TOTAL
TRIDENT CLASS SSBN	1	1(1)	2	1	2	1	7
LOS ANGELES CLASS SSN	2	3(4)	2	2	2	2	11
NIMITZ CLASS CVN	-	- -	-	1	-	1	2
STRIKE CRUISER CSGN	-	- -	1	-	-	1	2
V/STOL CARRIER VSS	-	- -	-	-	1	-	1
AEGIS DESTROYER (DDG-47 CLASS)	-	1(0)	-	2	3	2	8
MINE COUNTERMEASURE SHIP MCM	-	- -	-	1	3	6	10
OLIVER HAZARD PERRY CLASS FFG	6	12(8)	8	8	8	8	44
** AMPHIBIOUS SHIP LX	-	- -	-	-	-	1	1
SUPPORT SHIPS AD, AS, ATF, ...	6	4(4)	7	4	6	9	30
TOTALS	15	21(17)	20	19	25	31	116

*Numbers in () under the FY-77 column indicate ships approved by Congress in the recently passed DOD procurement authorization bill which was signed by the President in mid-July. The \$6.7 billion bill, which provides for 17 ships, (President requested 21) long-lead funding for a Nimitz-class aircraft carrier, modernization of Belknap (CG-26) and conversion/modernization of USS Long Beach (CGN-9) to serve as an Aegis platform, had not been acted on by the President at "All Hands" press time.

**The specific design and exact mission capabilities for the LX are still under consideration.

The Five-year shipbuilding Program Above (FY77-81) is taken from the President's FY-77 budget submitted to Congress. The National Security Council currently is reviewing Navy shipbuilding requirements. When this study is completed, further adjustments to the Navy's five-year shipbuilding plan can be expected.



Trident



Nimitz



Strike cruiser

TRIDENT CLASS BALLISTIC MISSILE SUBMARINE—Initially deployed with the 4000-nautical-mile range Trident I missile, Trident will have major improvements in patrol speed, quieting and sensors.

NIMITZ CLASS AIRCRAFT CARRIER—Nuclear-powered carrier which will provide sea-based tactical air power both over the seas and inland, while maintaining an antisubmarine warfare capability.

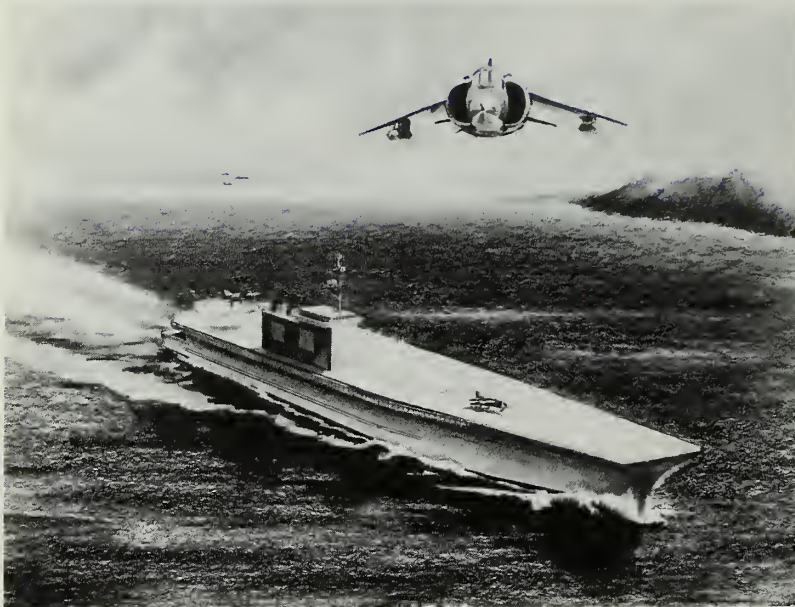
STRIKE CRUISER (CSGN)—An AEGIS-equipped, nuclear-powered, multimission surface combatant with an array of advanced weapons providing anti-air, surface-to-surface, antisubmarine and sea-launched cruise missile capabilities. Capable of task force operations and independent operations against a sophisticated threat.



Los Angeles

LOS ANGELES CLASS ATTACK SUBMARINE—A high-speed nuclear attack submarine incorporating wide-ranging capabilities for antisubmarine warfare, independent operations, coordinated barrier operations and operations in support of surface ships.

on the Navy Horizon:



V/STOL carrier

V/STOL CARRIER (VSS)—Capable of accommodating vertical/short takeoff and landing aircraft, the VSS is envisioned as an austere, highly capable air platform able to respond to a variety of offensive and defensive responsibilities against less than maximum threats.

OLIVER HAZARD PERRY CLASS GUIDED MISSILE FRIGATE—Will provide anti-air and antisubmarine warfare coverage of essential sea-lanes during operations with replenishment groups, convoys and amphibious groups, at a cost that permits procurement in quantity.

USS Oliver Hazard Perry



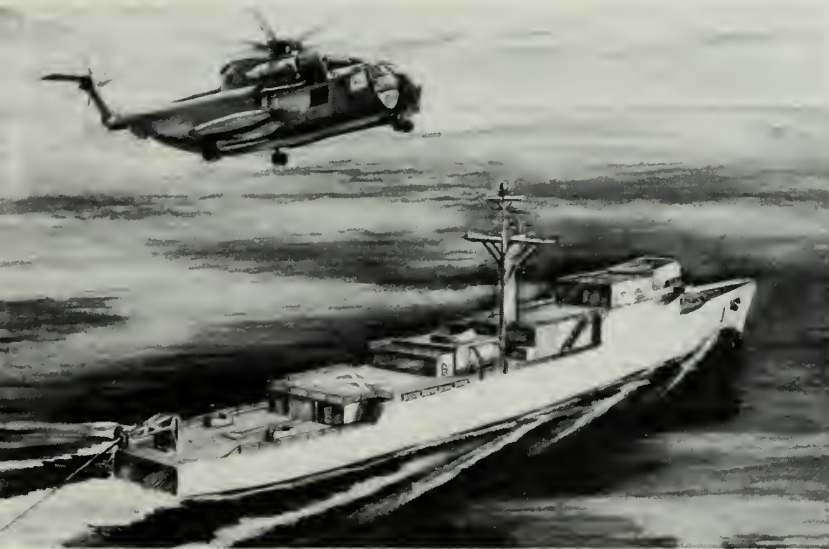


AEGIS destroyer

AEGIS DESTROYER (DDG 47 CLASS)—A multipurpose derivative of the SPRUANCE-CLASS DESTROYER equipped with the AEGIS ANTI-AIR WEAPON SYSTEM. Will operate with strike, antisubmarine and amphibious forces in high air, surface and submarine threat environments.

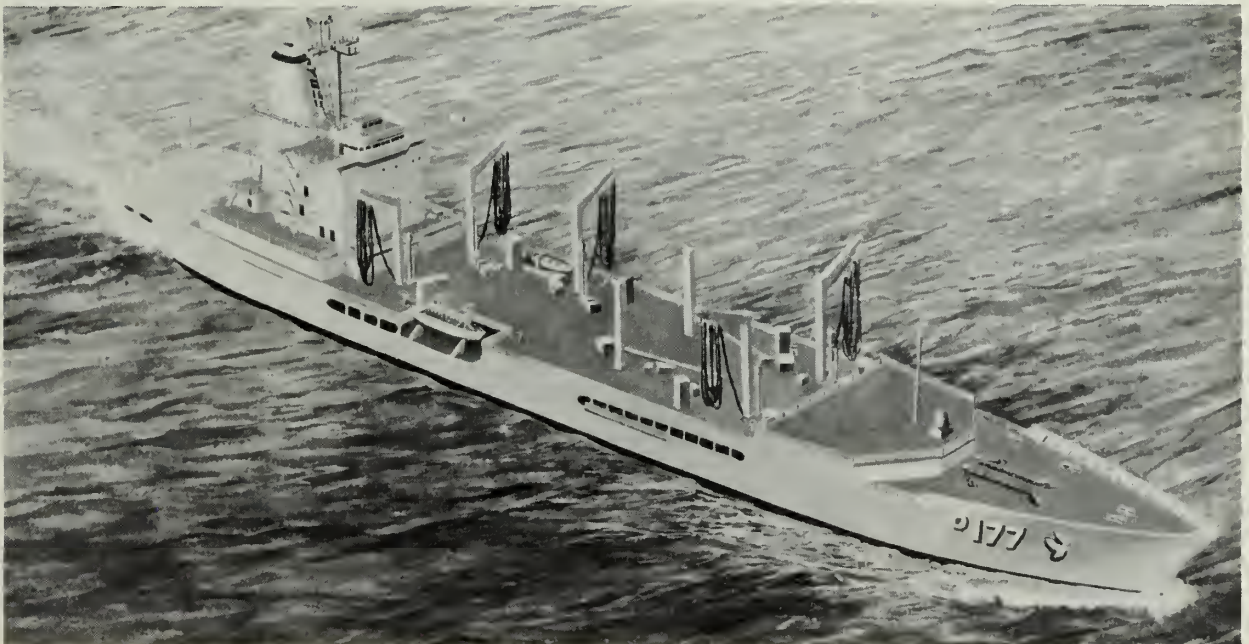
MINE COUNTERMEASURES SHIP (MCM)—Equipped with various advanced devices to seek out and destroy mines.

SUPPORT SHIPS—Underway replenishment forces and major fleet support ships which provide essential logistic support to fleet units such as planned AO-177 class oilers shown.



Mine countermeasures ship (above)

Support ship



on the Navy Horizon:



F-18

F-18—Navy air combat fighter, a carrier-based multi-mission tactical aircraft that will be configured with either fighter or attack capabilities.

TOMAHAWK CRUISE MISSILE—a strategic, sea-launched cruise missile, deployed from a variety of air, surface, subsurface and land platforms with a great circle range of at least 1300 nautical miles.

PHALANX CLOSE-IN WEAPON SYSTEM—adapting the Army's Vulcan 20 mm six-barrel gun mount, PHALANX will provide the fleet a last-ditch defense against the antiship cruise missile.

Tomahawk missile



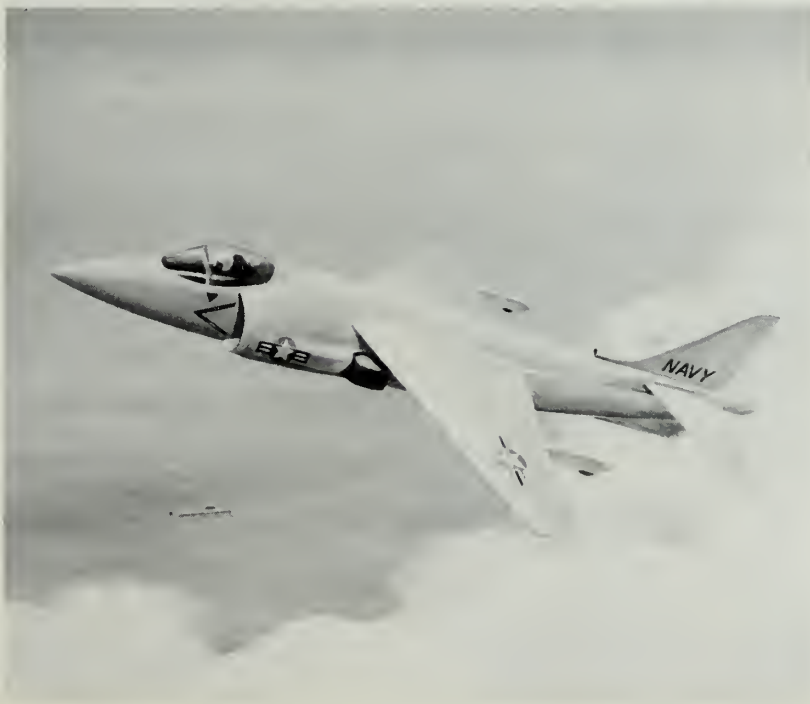
Phalanx weapon system



Pegasus



Tarawa



Harrier AV-8B V/STOL

PEGASUS CLASS PATROL COMBATANT MISSILE (HYDROFOIL)—High-speed hydrofoil patrol craft, armed with Harpoon missiles and designed to engage surface combatants, and conduct surveillance, screening and special operations.

TARAWA CLASS ASSAULT LANDING SHIP—will embark, deploy and land a Marine battalion landing team in an amphibious assault by helicopters, landing craft, amphibious vehicles and by combinations of these methods.

HARRIER AV-8B V/STOL—Vertical/short takeoff and landing aircraft capable of operating from surface ships without catapult capabilities, and in restricted land areas.

on the Navy Horizon:



AEGIS system

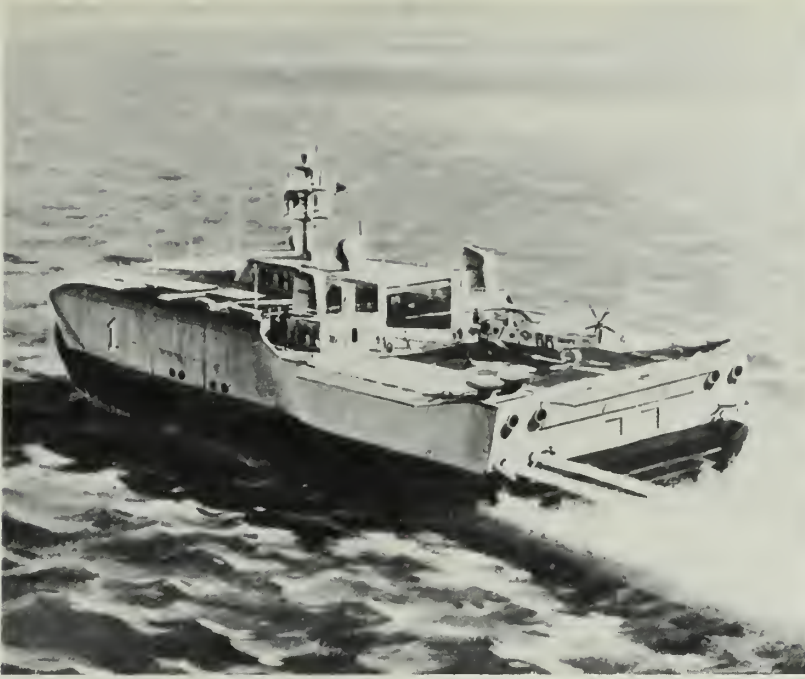
AEGIS WEAPON SYSTEM—Quick-reaction, high firepower anti-air warfare system using electronically scanned, phased array radar and the SM-2 missile to counter the antiship missile threat.

HARPOON MISSILE—antiship guided missile which can be launched from aircraft, surface ships and submarines.



Harpoon missile

Surface Effect ship



SURFACE EFFECT SHIP—High-speed vessel capable of more than 80 knots. Potential missions include antisubmarine, antiaircraft and surface warfare, tactical and air support and amphibious assault.

SPRUANCE-CLASS DESTROYER—A gas-turbine-propelled antisubmarine warfare ship designed to provide protection to carrier and other surface forces.

Spruance-class destroyer



Fleet Readiness...

Admiral J. L. Holloway III, CNO, says the inevitable result of the Navy's fleet readiness initiatives will be a fleet "capable of carrying out its missions and functions in response to crises in the areas of the world remote from our own national borders."

Two factors—personnel readiness and material readiness—are the major components of fleet readiness. Individually, they are supported by a number of programs and initiatives which the CNO has assigned top priority.

Many people in the Navy look to the acquisition of new systems and other hardware as the answer to current material condition problems. This, of course, will occur in only small increments over a long period of time. The major effort must be in improving the readiness of current ships and equipments.

In order to pinpoint the problems, and to develop a comprehensive program to promote an early improvement in ships' material condition, the CNO formed a Ships' Material Condition Steering Group.

This group of high-ranking naval officers, responsible directly to the CNO, is headed by Vice Admiral E. W. Cooke, Deputy CNO (Logistics), and includes responsible officers in all areas of readiness. The Steering Group was tasked with analyzing the causes for the

lowered material condition of ships and to recommend new initiatives designed to enhance ship readiness, and more importantly, to help shipboard sailors to help themselves.

Concurrently, the Chief of Naval Personnel, Vice Admiral J. D. Watkins, is developing programs which will "obtain personnel stability through retention of top quality personnel in proper balance and in the required numbers."

It was apparent to the Steering Group that the achievement of these objectives would not be a short-term project, but would require continuing action, review, emphasis and follow-up at all levels of the chain of command. After analyzing the basic causes of declining material and personnel readiness, the Steering Group and the Chief of Naval Personnel recommended a number of actions to the CNO.

Subsequently, under ADM Holloway's guidance, many programs were developed to improve both material and personnel readiness.

Exclusive of new hardware goals and acquisitions, what follows is a brief description of some of the programs and initiatives in each of these two areas which contribute to the Navy's ability to meet its commitments whenever and wherever required. Here are some of the programs:

- **Fleet Readiness Improvement Program**—The net effect of this program is a more equitable distribution of the workload at sea throughout the fleet, with more rated personnel available to assume military and collateral responsibilities. Redistribution is of particular benefit to mid-level petty officers who constitute the most severely undermanned and, consequently, heavily burdened portion of the Navy career force. As a result of this program, fleet manning has approached 100 per cent in terms of quantitative allowance.

The major resulting problem has been the reduction of manning at shore activities not privileged to have priority manning. At these installations manning may drop as low as 60 per cent of authorized strength for some ratings. Corrective action is currently in the planning stages to ensure fleet readiness requirements do not bring shore manning below acceptable levels.

- **Senior Officer Ship Material Readiness Course**—Designed for flag officers and senior captains who are in or en route to major sea commands, this course provides sufficient information about ship engineering to enable these officers to effectively manage programs designed to improve ship material condition and readiness.

Several course topics being emphasized are fundamentals of engineering systems/components; fundamentals of material readiness; details of engineering systems/components; plant operations; and damage control. Ultimately, this course will benefit the fleet by providing the most professional and qualified senior fleet officers possible. They will be cognizant of all material maintenance problems and their solutions.

- **Surface Warfare Officer Course**—This ongoing program is constantly being scrutinized for areas need-



Key to Effectiveness

ing improvements. Designed to ensure that surface warfare officers are competent in all aspects of running a ship, the SWO course clearly defines what skills and abilities are expected of surface officers. Through continuous monitoring, readiness will be improved by ensuring that naval officers meet the highest professional standards.

- **Reenlistment Quality Control Program/Career Reenlistment Objectives (CREO)**—These two complementary programs contribute to fleet readiness by providing guidelines which guarantee retention of quality personnel only, and by distributing personnel into ratings where they are most needed. The Reenlistment Quality Control Program ensures quality control by establishing the number of years for which an individual may reenlist based on the manning level of his rating and the years completed at the time of reenlistment, and programming the elimination of excessive manning and advancement stagnation.

CREO is a management system to: increase manning in undermanned ratings; control overages in overmanned ratings; and provide more viable and attractive career patterns for all members of the naval service.

- **Ship Maintenance Equation**—Shipboard material readiness is maintained through a three-pronged maintenance program. At the organizational level, sailors onboard are expected to perform basic maintenance; at the intermediate level, tenders, repair ships and Fleet Maintenance Assistance Groups assist their shipmates in maintaining good material condition; and at the depot level, Navy and prime commercial shipyards perform maintenance which cannot be accomplished at the other levels.

Through a balanced program of leadership, training, management, accountability and discipline, the CNO believes that material condition can be improved on a day-to-day basis by sailors contributing more towards maintaining their ships, rather than relying on yard periods to correct deficiencies.

- **Navy Apprenticeship Training For Recruits**—Currently all recruits not scheduled for an "A" school attend 16-day apprenticeship training courses to prepare them for one of the basic skill areas (fireman, seaman, airman, constructionman) needed for their first duty assignment. Manhours previously spent in basic on-the-job training can be freed for completion of required tasks contributing to fleet readiness.

- **Utilization of Shipboard Working Hours**—There is considerable evidence that better use of ship's time in port can provide more productive manhours for maintenance and training. Unplanned evolutions such as taking on stores at the convenience of suppliers, disruptive scheduling and shifting berths during peak working hours constrain efficient maintenance and training. Fleet Commanders in Chief are currently implementing scheduling procedures allowing ships' captains to plan disruptive evolutions at the ships' convenience resulting in fewer wasted manhours.

- **Material Condition Improvement Research and Development Projects**—This involves the old problem

of whether to replace or repair faulty equipment and fixtures. There are equipments currently in the fleet which are difficult to repair and unreliable even when operating properly. In certain cases, research and development specialists have determined that better reliability would be achieved if the Navy concentrated its efforts on acquiring new, better-designed equipment rather than continually repairing equipment with design defects.

- **Improved Enlisted Training in Skills**—There can be no fleet readiness without trained, experienced personnel. To produce quality "A" school graduates in adequate numbers to man the ships of the fleet, more emphasis is being directed to "hands on" training schools and boosting manpower in critical ratings.

Some actions being taken are:

- The 1200 PSI hot plant at Great Lakes is expanding hands on training in steam propulsion ratings.

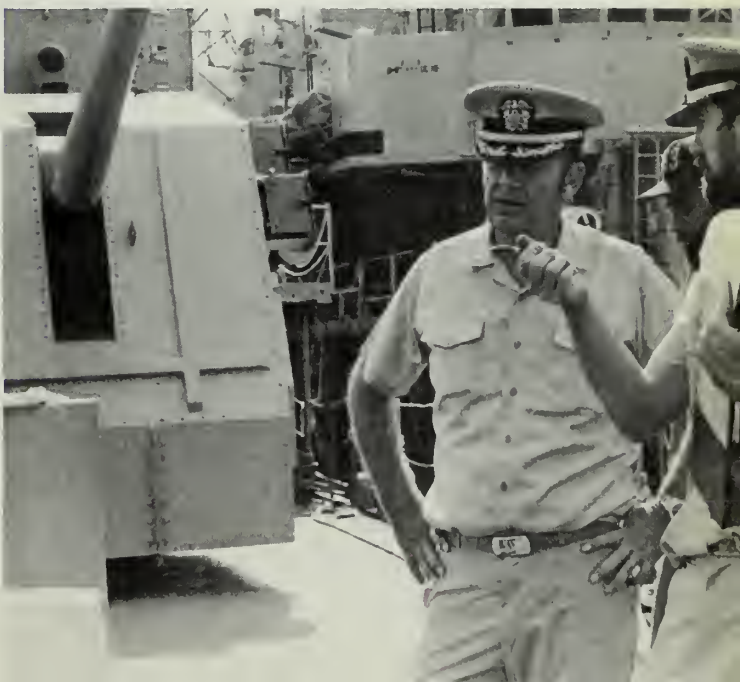
- A series of engineering courses in Norfolk are available (or being planned) for sailors in the fleet through combined efforts of Commander in Chief of the Atlantic Fleet and the Chief of Naval Education and Training. The fleets are being urged to increase inputs to "A" schools as a means of providing additional graduates in critical ratings.

- Beginning in FY 77, petty officers in many ratings will be routed via a short update course to ensure their skills are current in maintenance procedures before returning to the fleet from shore duty.

All of these programs and initiatives have been designed to achieve greater fleet operational readiness. At this time, encouraging progress is being made in the improvement of readiness.

According to ADM Holloway, "My assessment of the current fleet readiness takes into account the situation overall. Improvements are needed but the Navy can carry out its tasks."

—By JO2 Dan Wheeler



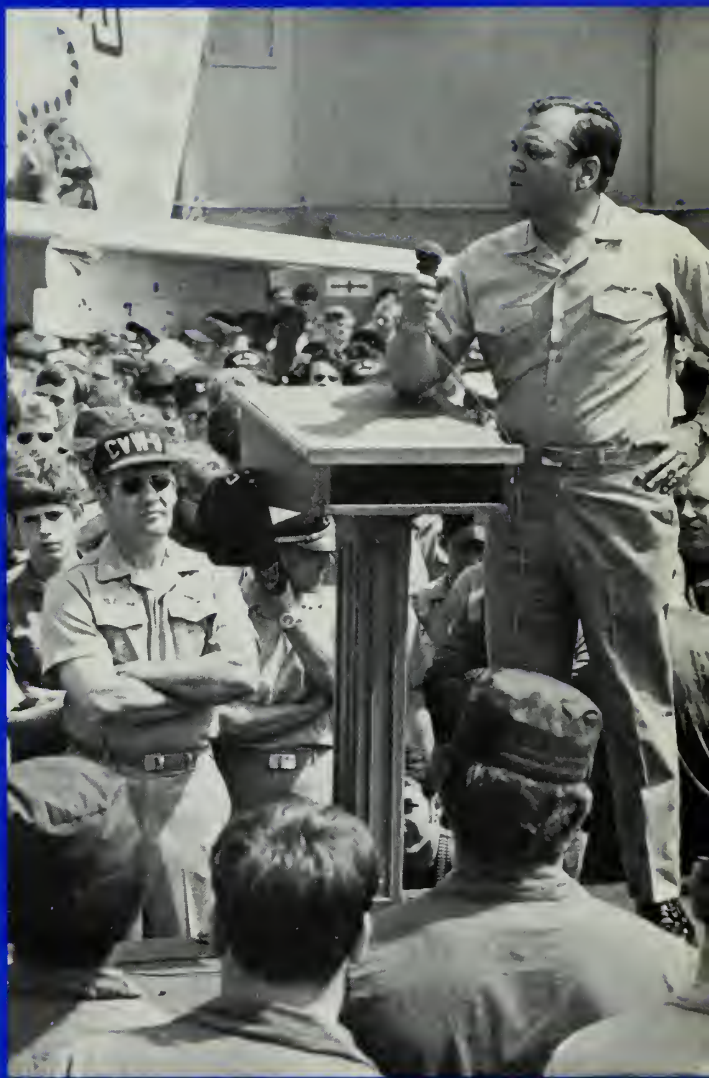
CNO: Dedication



alone is not enough!

Photos by Dave Wilson & PH2 Terry Mitchell.

Admiral J. L. Holloway III is beginning his third year as Chief of Naval Operations. During his frequent visits to fleet units he has expressed his views on Navy objectives, goals, problems and priorities. Placing utmost emphasis on fleet readiness, the CNO has explained how the strength of the Navy is dependent on the caliber and dedication of our Navy men and women. The photographs and quotations on these eight pages reflect Admiral Holloway's deep concern and personal commitment to Navy people throughout the world.



"Not since World War II has the role of the Navy been more important in our national affairs than it is today."

Determination to stay number one



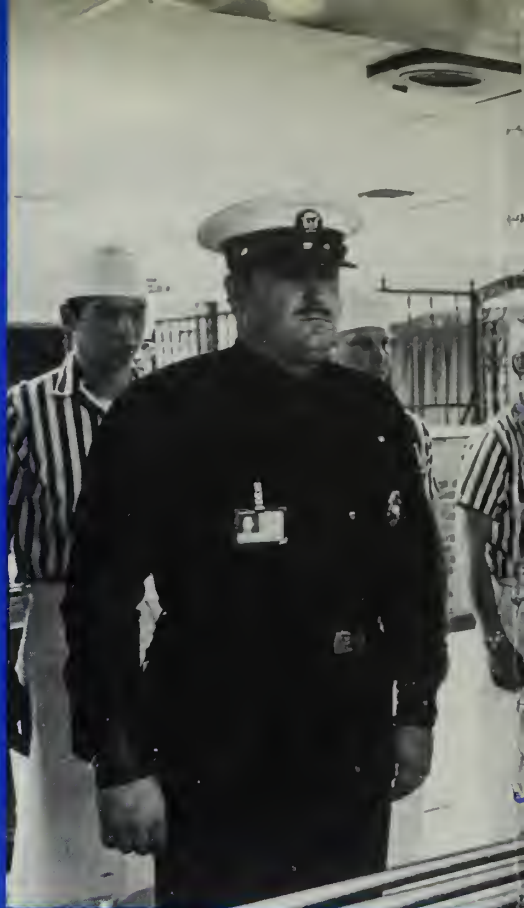
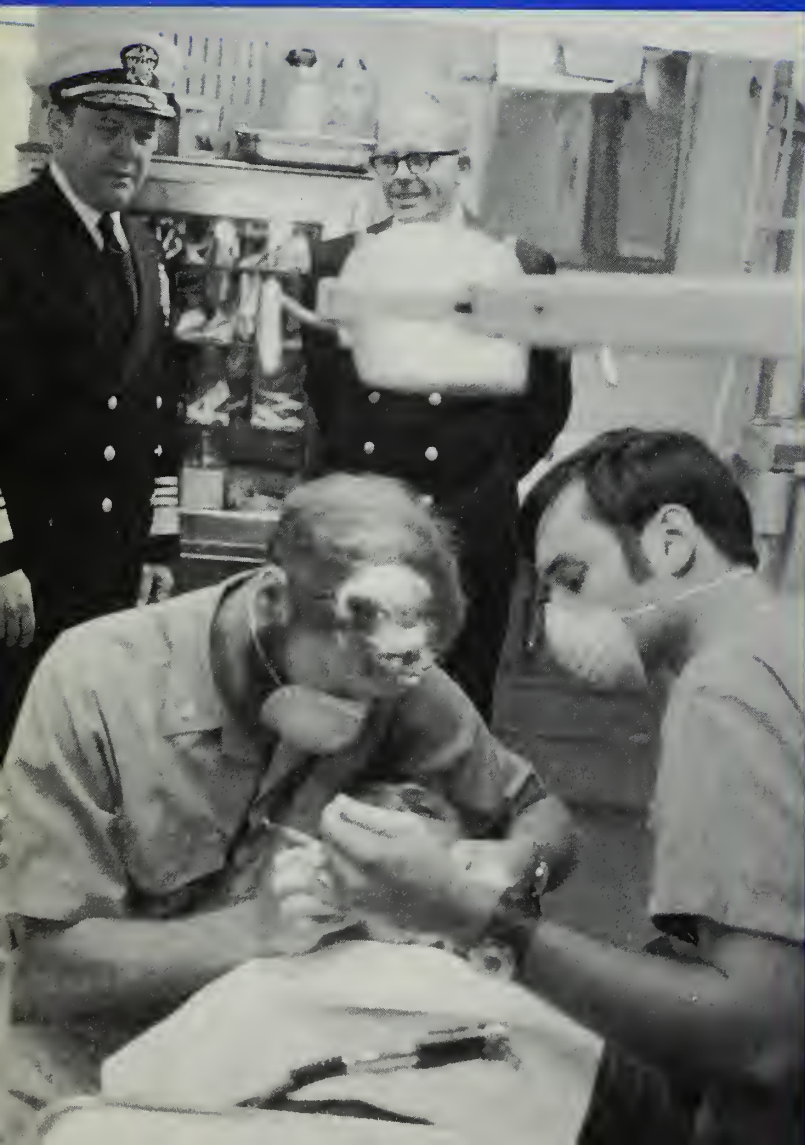


"It is very clear to me that we have the equipment, we have the people, and we have the determination to stay number one among the services and among all navies in the world."



Each individual is accountable

"Each individual in the chain of command is accountable for ensuring that the Navy progresses toward the goal of equal opportunity. Success depends upon vigorous support at all levels of command and by each person in the Navy."



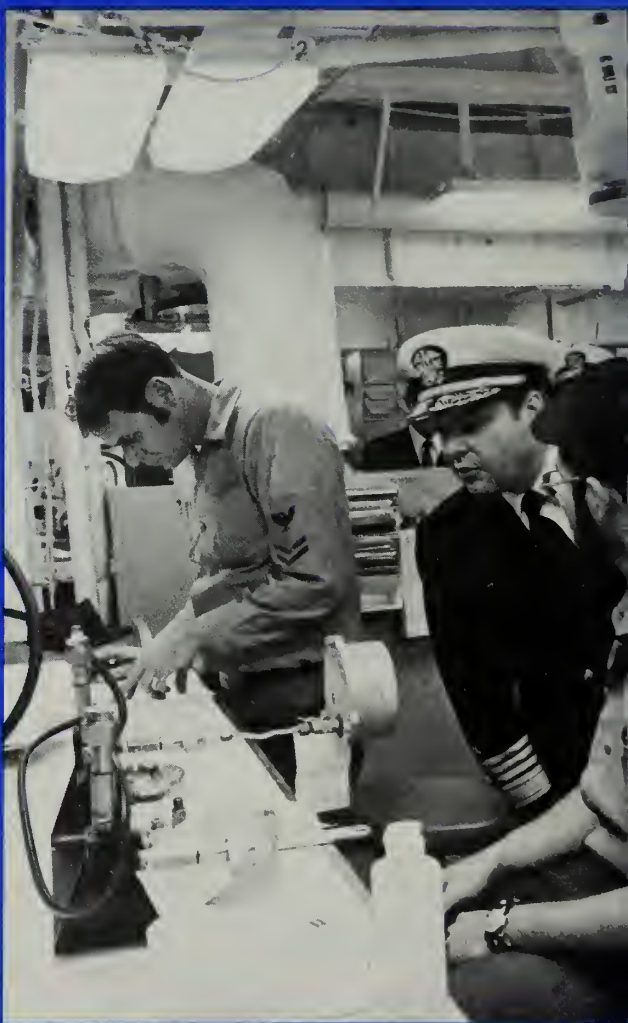


“How do you measure morale except by looking people in the eye, seeing what their responsiveness and attitude are, watching ships that are old and are casualty prone being put together, seeing the response of units that have been at sea for eight months and getting a month’s extension . . . and staying out there for that extra month, and turning in an absolutely magnificent performance—all these things, when you put them together, convince me that morale is great and getting better.”



We must ensure a service career remains attractive

"The true measure of the Navy's value to the nation shall always be its ability to carry out its missions—whatever the place, time or circumstances. The mission of the U. S. Navy is, in essence, to be able to wage war at sea in support of our national objectives."





"Dedication alone is not enough. We must provide a level of compensation for our Navy men and women that will give them as satisfying a quality of life as is possible, within the rigors of a military vocation. We must ensure that a career in the service remains attractive to those competent, dedicated professionals who want to serve."





NO Dispels

"There is a myth that the U. S. Navy as a matter of policy has emphasized its power projection role to the detriment of its sea control responsibilities.

"In reality, power projection is an essential part of sea control. . . . The use of carrier aircraft and Marines in the projection of military force can be an absolute requirement in ensuring control, or continued safe use of areas of the high seas essential to our national needs. . . . It is interesting to remember that the island-hopping campaigns in the Pacific in World War II were not to acquire real estate, but for the sole purpose of seizing advance bases to gain control of the sea . . ."

"There is a myth that says the U. S. Navy's operational concepts are defensively oriented, citing the emphasis on fighter interceptors on our carriers, and surface-to-air missiles on our surface combatants. It is suggested that these . . . exist for the sole purpose of 'defending the carriers.'

"In reality, (the) fighters are for the purpose of destroying enemy aircraft or cruise missiles attacking any friendly ships, combatant or commercial, U. S. or allied. The surface-to-air missile, such as the *Aegis*-controlled standard missile . . . is an area weapon which can intercept and destroy enemy aircraft and cruise missiles protecting all friendly ships within the envelope of its effective range."

"There is a myth that says that the Navy is concentrating its efforts on the construction of large, complex nuclear powered ships, which, because of their expense . . . will reduce the total number of ships available to the Navy in a limited budget.

"In reality, the Navy's policy for the new construction of nuclear powered warships is . . . to support a limited but fundamental exploitation of the advantages of nuclear propulsion within the overall requirements of our naval strategy. This policy states that all submarines should be nuclear powered. . . . Among surface combatants, only carriers and cruisers should be nuclear powered, and only enough of these to constitute a strategically significant segment of the U. S. operating forces. This would amount to five or six all-nuclear powered task forces, each consisting of a carrier, two to four cruisers and one to three submarines."

"There is a myth that says the U. S. Navy is outbuilding the Soviet Navy.

"In reality, the situation is this: in the past 15 years since the Soviet naval buildup began, the Soviets have delivered to their fleet a total of 1312 naval vessels and logistics ships. During this same time the U. S. Navy has delivered a total of 326 new ships. . . . (It) is easy to manipulate this data to confuse the real issue. . . . (The) strategies of the United States and the Soviets differ. . . . We are each procuring the kinds of ships required for our own particular strategies. Therefore it is not so much who has built the most ships of what

Common Navy Myths

kinds, as it is how capable a Navy each of us has to do a particular task."

"There is a myth that says the day of the carrier is over. . . . that we should build no more carriers because they are vulnerable.

"The realities of the situation are this. The carrier represents air power at sea. Manned aircraft remain an essential and irreplaceable part of the military force structures of all our services. Naval warfare includes many subsidiary warfare tasks, and naval aviation is a major contributor in a number of these. . . . In reality, the carrier is vulnerable, but the carrier is the least vulnerable of any surface ship afloat. With its extensive compartmentation, protection, armor, and damage control facilities it is designed to take punishment and fight on. But much more important, the carrier, with its aircraft, reduces the vulnerability of all surface ships, including itself, the accompanying surface combatants, the oilers, ammo carriers and amphibious ships."



HMS ROSE... the



HMS Rose replica underway near Newport, R. I.

Katy, Hannah, Alfred and Providence are ships' names associated with the American Revolution; *Rose*, it seems, has been buried in the pages of history. *Rose*, however, can claim the distinction of being one of the indirect causes of the establishment of the U. S. Navy. That's hardly a small achievement for a 500-tonner.

Perhaps her birthplace had something to do with being destined for great things. She was built at Hull in Yorkshire, England, in 1756 at the outbreak of the Seven Years' War with France and Spain. Another ship was later built in the same yard—the 200-ton HMS

Bounty. Both had a huge share in shaping naval history.

In 1768, after having fought with distinction in Europe and at the capture of Martinique, St. Lucia and Havana (in 1762), *Rose* was chosen by the famous Captain James Cook for his first voyage around the world. At the last moment Cook changed his mind in favor of the merchant ship *Endeavor* and *Rose* was sent instead to the port of Boston. Seventeen years later, after bringing news of the approach of an invasion fleet under D'Estaing, she was purposely sunk in the channel leading to Savannah, Ga. By then she had achieved her place in history as the ship that started a navy and—

ship that started a navy

along the way—as the ship that gave prominence to a young lawyer named John Adams.

Seems the principal industry of colonial Rhode Island was smuggling (she smuggled for all the colonies as well, but principally for Philadelphia) and it made many in the area rich beyond their greatest expectations. Fact is, Rhode Islanders could have become even richer if it weren't for the frigate *Rose* which became a thorn in their side as she enforced George III's revenue laws.

From December 1774 to April 1776 *Rose* operated out of Newport as the flagship of a small squadron under the command of Commodore Sir James Wallace. Upon arrival in Newport from Boston, Wallace got the idea that he wasn't very popular and he voiced this fact in a letter to the Royal Governor on 15 Dec 1774:

"Upon the faith of the general laws of society and imagining myself in the King's Dominions, I yesterday did myself the pleasure to spend the evening with some gentlemen of your town, when to my great surprize I was informed that some of your people intended to attack and insult me; conscious to myself, I never gave any cause of offence to any person, and that it must be my office they meant to insult, I therefore think it my duty to enquire of you, whether it is War or Peace, or whether I can have the contenance and protection of you and your laws, as my behaviour and character entitle me to, I have the honor to be. . . etc. . . James Wallace."

Rose, in deference to Wallace, was used to being the center of controversy. A few years earlier, in Boston, she became embroiled in an incident known as the Pitt Packet episode, in which one of her lieutenants was killed while trying to impress Americans into *Rose*'s crew. A young, then-obscure lawyer, John Adams, was appointed public defender and got the Americans acquitted of murder charges by reason of self-defense. This case put the name of John Adams at the forefront and launched him on the way toward the role of a Founding Father.

In 1775 the people of Rhode Island had had enough of the British and HMS *Rose*. They petitioned the First Continental Congress to found the Continental Navy and it was most likely their hope that this action would help rid Newport of *Rose*. Congress passed the Act of 13 Oct 1775, which provided for fitting out two ships for "intercepting such transports as may be laden with warlike stores and other supplies for our enemies, and for such other purposes as the Congress shall direct." Among the ships in that early Navy was the sloop *Katy* (later renamed *Providence*) of Newport.

When the Revolutionary War broke out in earnest,

Rose made retaliatory raids, such as the one at Stonington, Conn., on 30 Aug 1775 and Jamestown, R. I., on 10 December the same year. Her most famous raid was a diversionary one against Bristol, R. I., on 7 Oct 1775. Wallace received word that an American army was marching on Newport with orders to burn the British stronghold to the ground. *Rose*'s night bombardment of Bristol succeeded in diverting the American troops and Newport was saved. According to some sources, much to the credit of *Rose* and Wallace, the broadsides were fired so carefully that not a single person in Bristol was hurt in the bombardment. This sounds dubious—with smoothbore, muzzle-loading cannon, precision was just not to be had even in daylight, much less at night. It had to be a happy accident.

Rose lives today in Newport, a replica—yes—but she's there for all to see at Seaport '76. The 130-foot frigate, with a beam of 31 feet, was built in Lunenburg, Nova Scotia, in 1969. She was commissioned by Newport historian John F. Millar at a cost of nearly \$500,000 and, in turn, sold to Seaport '76. She has been described by the National Park Service as "The most significant achievement of the Bicentennial in the country."

Today's *Rose* is modern in some respects. She carries 13,000 square feet of dacron sails and has synthetic rigging and hatchcovers, which are all more durable than the original materials. She's authentic in size and in such things as her four small cannon which are mounted on the spardeck—used mainly to signal other ships. Her main armament consists of 20 (operable) nine-pounders, each weighing a half-ton, along with swivel-guns. Her main cabin features Queen Anne period furniture and her gundeck has only a four-foot height. Work continues on the berth deck and this is temporarily closed to general visiting.

Rose—though she's a real sailing vessel which occasionally puts to sea with crew size ranging between 20 and 60—has the usual exhibits of a nautical museum, including ship models and mannequins decked out in Revolutionary War uniforms. Aboard are some cannonballs actually fired upon Bristol by *Rose* and a powderhorn which was recovered at Stonington, Conn. (it was accidentally dropped overboard during the raid there in 1775). Display boards depict the building of a wooden frigate and instruments used on board from an iron pot to a bosun's starter and a cat-o-nine tails.

The ship is relatively new and has yet to be viewed at Newport by many Americans. Yet she's already been seen by millions in many TV productions such as *Man Without a Country*, *Life of John Adams*, and *John Paul Jones*.

—J.C.



Painting of USS Providence, said to be the Navy's first ship.

PROVIDENCE...

'first' ship in the U.S. Navy

When the Tall Ships raced from Bermuda to Newport, R. I., this June a brand-new ship—barely a couple of months old—pitted her skill and her famous name against sailing ships representing the maritime nations of the globe. The 60-foot sloop *Providence*, a fiber glass replica of the U. S. Navy ship that lays claim to having fired the first shots from the American side in the Revolution, was on hand July 4th when the Tall Ships paraded in New York harbor. Joining *Providence* will be the replica of HMS *Rose*, a frigate.

The original *Providence* first carried the name *Katy* before her purchase was authorized by the Continental Congress after it decided, on 13 Oct 1775, to establish a small navy for the colonies. Before that, she had been chartered by the Rhode Island Navy (first state navy of the Revolution).

The appearance of *Providence* is known through written descriptions and from a painting discovered in England a few years ago. She was only 67 feet long (seven feet longer than today's replica), but she mounted 12 six-pounder cannon and set as many as five sails.

As *Katy* and under the command of Abraham Whipple, the sloop captured the British sloop *Diana* off Jamestown, R. I., on 15 Jun 1775. Therefore, she was the first American ship to fire a shot in the Revolution.

Taken into the Continental Navy late in 1775 and renamed *Providence*, she took part in a short mission before the rest of the fleet was ready for sea. Another first for *Providence*—she was the first vessel of the new infant navy to set sail.

In 1776 she took part in the first amphibious operation of the Continental Navy in the Bahamas, capturing Nassau on 4 March. After that operation, *Providence* became the first command of John Paul Jones and

succeeded in capturing some 10 prizes.

Three years later, under another captain, she was captured by the British during operations in Penobscot Bay in Maine. A year later she was sold out of the British Navy. (The first *Providence* should not be confused with two other Revolutionary War ships also named *Providence*. One was a 28-gun frigate built in Providence, R. I., by order of the Continental Congress and launched in May 1776. Used in the defense of Charleston, she was captured on 12 May 1780 and served in the British Navy until sold in March 1783. The third *Providence* was a gundalow, built at Skenesboro, N. Y., and part of Arnold's fleet on Lake Champlain in 1776. Badly damaged, she was sunk by her own crew at Schuyler's Island to prevent capture.)

Today's ship took about 12 months to build. Unlike *Rose*, which was built in Nova Scotia, *Providence* was built at Building 43 at the Newport Naval Base by a commercial concern (much of the base is now leased to civilian companies). Her hull—she was built in the upside-down position—includes some of the latest technology, such as C-Flex (a superstrength laminate of recent invention) and fire-retardant resins. Much of the construction was accomplished under the direction of an expert boat builder, Paul Coble, who has constructed many America's Cup defenders.

Both replicas—*Rose* and *Providence*—are part of Seaport '76, a commercial enterprise in Newport, R. I., devoted to America's maritime heritage, particularly of the colonial and Revolutionary periods. It is situated on the waterfront in Newport which has the greatest number of pre-Revolutionary War buildings still standing in the U. S.

—S.C.

George Washington Almost Joined

By Bruce R. Lively



George Washington Crossing the Delaware.

Admiral George Washington? It could have been. The father of our country came within an eyelash of launching a career in the Navy.

Old soldiers may deny it, but the incident is right there in the historical record—described by Washington himself to the budding historian David Humphreys.

Washington's forebears had been going to sea since the 17th century when great-grandfather John served in a merchant vessel as an officer under Captain Edward Prescott. In 1657 John Washington arrived in Virginia where he decided to settle. He married the daughter of a prosperous merchant, and his son Lawrence became a lawyer specializing in trade cases. Lawrence's son Augustine, a successful exporter and land speculator, sired nine offspring by two marriages. George Washington was the third son, born 22 Feb 1732.

The great sails of English trading ships were easily

visible from the Washington home. At the family wharf, the children must have coaxed many a mate into taking them on ship tours, then daydreamed of future glory on the high seas.

When George was eight, his older brother Lawrence served as a militia captain under Admiral Edward Vernon, Royal Navy, in an expedition against the Spanish in the West Indies. Later, Lawrence named his country estate after Lord Vernon and hung the admiral's portrait in a place of honor. Lawrence was 14 years older than George and something of a father to him after Augustine's death in 1743.

This veneration for Admiral Vernon and the sea must have had a tremendous impact on the adoring younger brother.

Lawrence rose quickly to prominence among Virginia aristocrats. He amassed land, sat in the House of

the Navy

Burgesses and became Adjutant General of the provincial militia. Still, he worried about his fatherless little brother. Aboard the flagship of the Vernon expedition, Lawrence had been impressed with the seafaring life and he could think of no better calling for George than as an officer in the Royal Navy.

George was barely a teenager when Lawrence wrote him, hoping to elude mother Washington, for a secret meeting with the influential gentleman, William Fairfax of Belvoir. At the meeting, Fairfax explained that Captain Greene of the Royal Navy had need of a midshipman, and that Lawrence could secure the position for George if he wished.

The boy was at first shocked but, according to Fairfax, he promised to "be steady and thankfully follow" his brother's advice. (This was the first documented remark ever attributed to the father of our country.) A carefully phrased letter was passed from Lawrence to George's mother in hopes of softening the blow.

Great debates filled Mount Vernon that month. Mother at first agreed, but then wavered. She sought advice from everyone, but listened only to those who were opposed. As one neighbor commented at the peak of the controversy, Mrs. Washington "offers several trifling objections such as fond and unthinking mothers naturally suggest, and I find that one word against [his] going has more weight than 10 for it." At one point George even persuaded her to let him pack, but the plan was eventually scrapped because of persistent solicitations by his headstrong mother.

Considering the role played by Washington as a general, his mother's veto over his Navy plans was probably a stroke of good fortune. Besides, George's uncle Joseph Ball insisted that the Washingtons lacked the influential patrons necessary to advance in the Royal Navy.

For most of his adult life Washington was anything but a friend of the British Navy. His coordination of land and sea power during the Revolutionary War was the crucial factor in Britain's defeat. He commissioned the first ships in the Continental Fleet, earned plaudits from Admiral DeGrasse of France as a seapower strategist, and signed the bills approving the construction of "Old Ironsides."

He has been praised for his naval genius. Yet, at the age of 14, he had narrowly missed an extended tour as an English midshipman, an experience that might have assured his loyalty to Great Britain and changed the course of American history.



George's older brother, Lawrence.

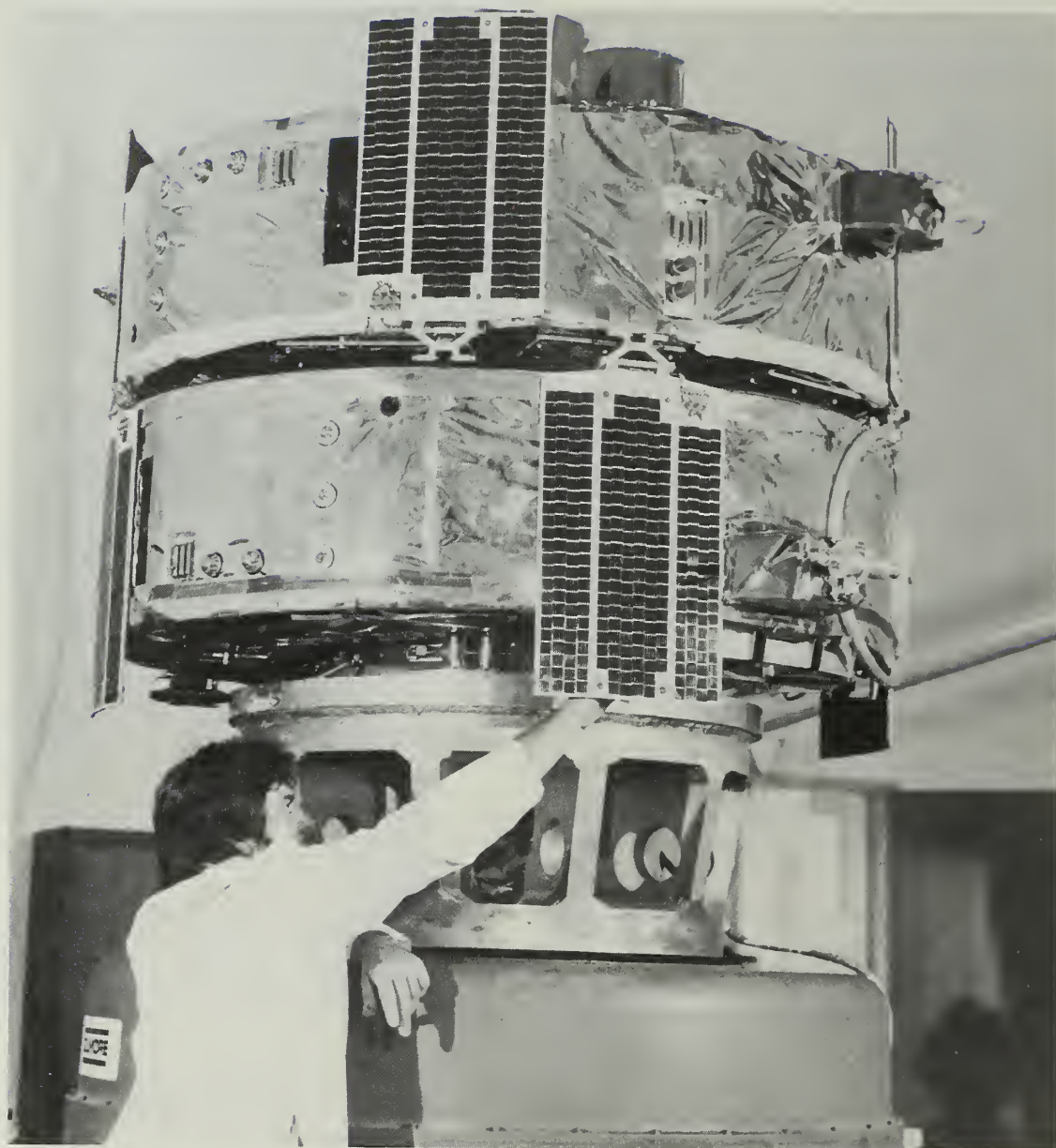
Mary Ball Washington, a stern, but thoughtful, mother.



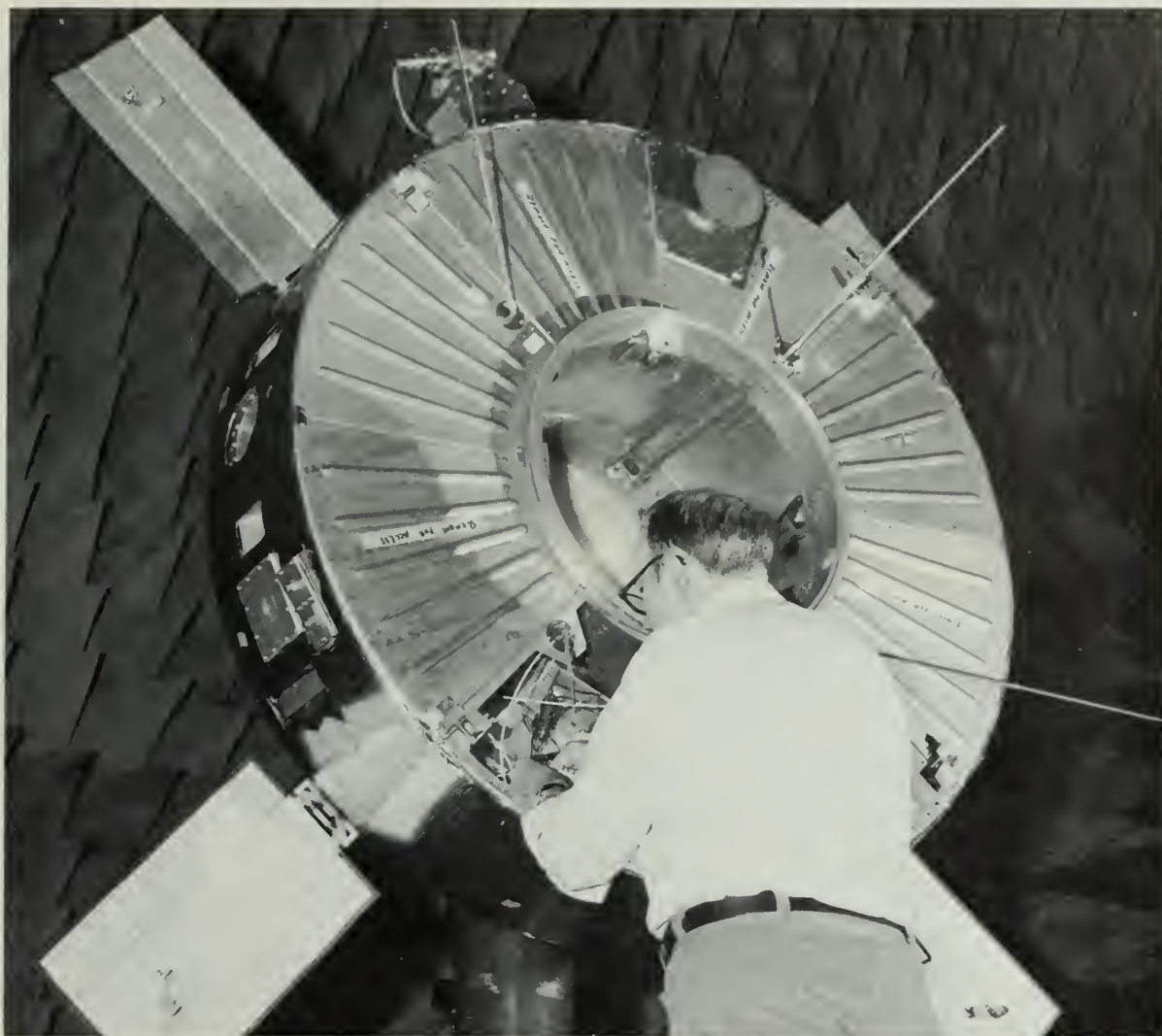
(Mr. Lively holds a Ph.D. in Early American History. He is a Specialist in History with the Education Division of the Natural History Museum of Los Angeles County, and a lieutenant (jg) in the Naval Reserve. Mr. Lively has published in popular and scholarly historical journals, lectured on television and written a number of historical filmstrips.)

Navy Satellites

Solrad 11a & 11b



NRL researcher conducts tests on one of the SOLRAD II spacecraft.



A Naval Research Laboratory technician positions the lab's SOLRAD 11A and 11B spacecraft in the Titan payload support system.

Two Navy satellites, each containing sophisticated solar radiation monitoring sensors, were launched in mid-March at Cape Canaveral, Fla., into a circular orbit, some 65,000 nautical miles above the earth.

The two 400-pound satellites are part of a solar monitoring system called SOLRAD HI, designed, developed and built at the Naval Research Laboratory (NRL) in Washington, D. C. The satellites will observe solar conditions and forecast disturbances severe enough to affect long-range communications and navigation systems or cause other electromagnetic anomalies.

Designated SOLRAD 11A and 11B, they were boosted by an Air Force Titan IIIC launch vehicle into their interim orbit, where they separated from the rest of the payload package. Still linked to each other, the satellites set out

on a journey that placed them, ultimately, in their 65,000-nautical-mile-high orbit. Once they neared their "on station" orbits, the donut-shaped satellites separated from each other (and their expended transfer rocket motor) and maneuvered into circular paths 180 degrees apart. This entire maneuver took approximately 90 days to complete.

At their 65,000-nautical-mile altitudes, the SOLRADs are beyond the earth's magnetosphere. Thus, their sensors are able to measure the true values of the sun's emissions outside the disturbing influence of the earth's magnetic field.

In addition to solar X-ray and ultraviolet emissions, the satellites will measure solar proton emission and solar wind fluxes.

Scientists at the Naval Research Laboratory and the Naval Electronics Laboratory Center (NELC) in San Diego have been working closely together to develop

Navy Satellites

a space environment prediction system to improve the reliability of Fleet communications. They have developed a technique which uses SOLRAD data in the prediction of the duration and intensity of shortwave radio fadeouts as a function of solar X-ray flux. That technique is being applied in the SOLRAD HI mission as an input to the predictive systems developed for high frequency military and commercial communications.

The electronics equipment aboard each of the satellites is powered by eight solar panels. Four of the panels are in the form of symmetrically arranged windmill blades.

Each satellite monitors the sun's emission and transmits telemetry signals continuously. Most of the time, one of the two satellites is in view of NRL's tracking station at Blossom Point, Md., thereby providing the near-constant, real-time monitoring capability.

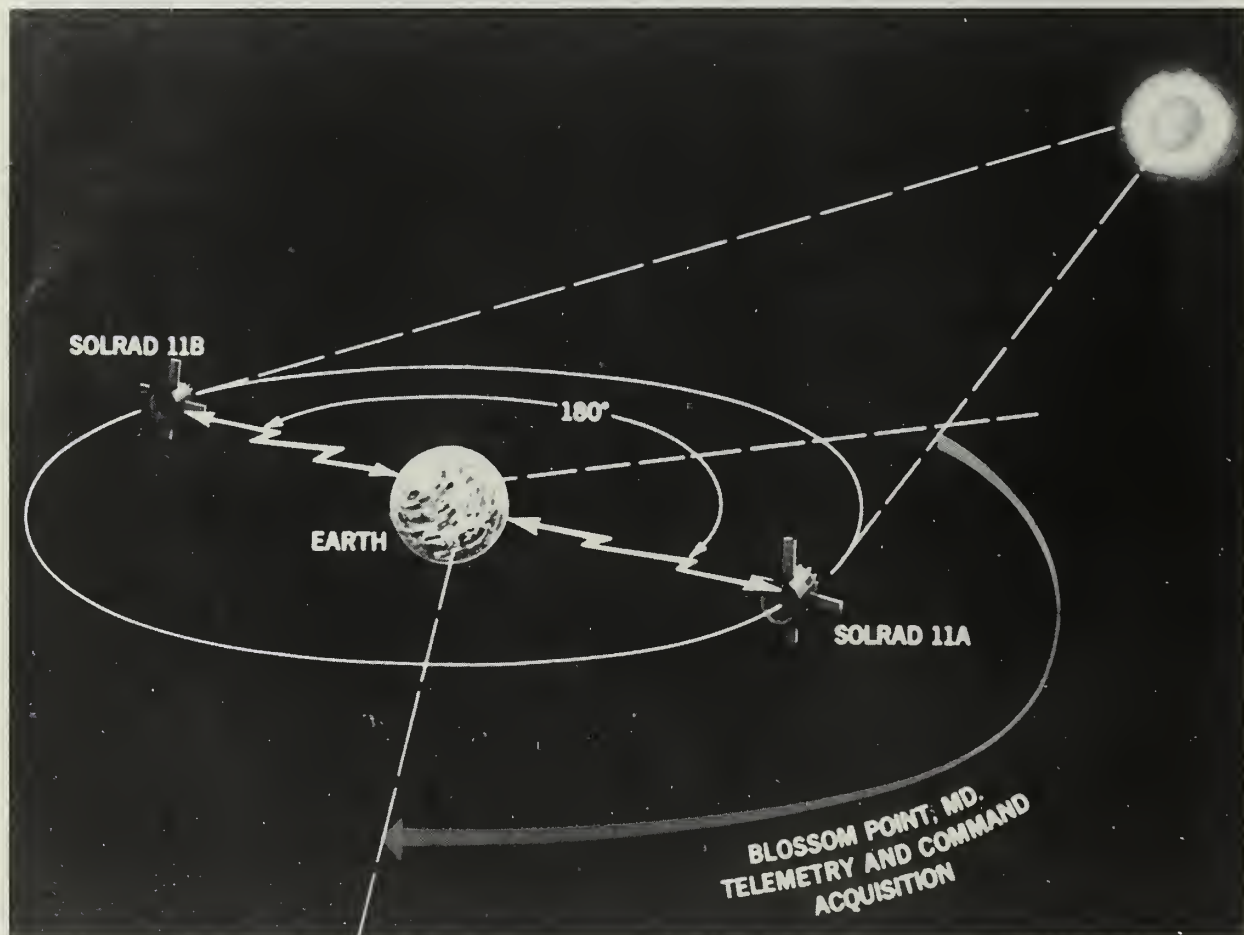
Data is read out in real time whenever one of the satellites is in view of the NRL tracking station. The

telemetry transmitter also serves as the signal source to determine the orbit of the satellites.

From the tracking station, pertinent information is transferred directly to NELC, the Air Force Air Weather Center, and the National Oceanic and Atmospheric Administration's Space Environmental Services Center.

The NRL SOLRAD project has already proved its practical value. For example, the last SOLRAD satellite, SOLRAD 10, served as a sentinel during the *Apollo* moon ventures and later for Skylab. Its continual monitoring of the sun's activities enabled scientists to warn the astronauts of solar eruptions severe enough to be a source of potential danger.

Until the end of 1974, NRL's SOLRAD program, which was initiated in 1960, was sponsored by the Naval Air Systems Command. At that time, the project moved into advanced development and sponsorship was transferred to the Naval Electronics Systems Command.



Track Record of SOLRAD Launches



A 48-foot telemetry antenna to be used for tracking the SOLRAD spacecraft.

The technical objectives of solar radiation monitoring by satellite (SOLRAD) are to provide continuous, real-time data on solar emission, to expand the solar-physics information base and to contribute to an understanding of solar-terrestrial relationships. Another important objective of the project is to develop a capability to predict the occurrence of solar events significant to military and commercial communications operations.

The first in the SOLRAD series—SOLAR 1—was launched into orbit on 22 Jun 1960 and returned data until April 1961.

SOLRAD 2, launched on 30 Nov 1960, failed to achieve earth-orbit and was destroyed by the range safety officer.

SOLRAD 3, placed into orbit on 29 Jun 1961, returned data until late in the same year.

Next in the series was designated SOLRAD 4B which failed to achieve orbit.

SOLRAD 6, the next satellite, was launched into orbit on 15 Jun 1963 but decayed on 1 Aug 1963.

Launched on 11 Jan 1964, SOLRAD 7A transmitted data until July 1966.

SOLRAD 8 was launched on 18 Nov 1965 and was a highly successful satellite. This was the first satellite in the series to contain an active attitude control system which controlled orientation of the solar sensors relative to the sun. This marked the first time that an attempt was made to use a data storage system in the series. This satellite provided evidence that an increase in background solar X-ray emission can be interpreted as a forerunner of flare activity and subsequent disruption of radio communications. It also gave the best definition of the sizes of X-ray active regions at that time.

SOLRAD 9, launched on 5 Mar 1968, marked an advancement for radiation monitoring satellites. The satellite weighed 195 pounds and was in the shape of a 12-sided drum, measuring 30 inches high and 30 inches across. Until its gas supply was exhausted in 1974, it transmitted measurements of solar X-ray emissions continuously in three wavelength bands and stored selected measurements in a memory for special transmission to NRL's station at Blossom Point, Md.

The 260-pound SOLRAD 10C spacecraft was boosted into a near-circular orbit about 370 miles above earth on 8 Jul 1971. It served as a sentinel during the *Apollo* 15, 16 and 17 moonshots and, later, for *Skylab*. There are 14 experiments on board SOLRAD 10C designed to monitor solar electromagnetic radiation continuously and to measure, on command, stellar radiation from celestial sources.

SOLRAD 10C's lifespan was expected to be about three years, but useful data is still being transmitted to scientists around the world.

from the desk of the **Master Chief Petty Officer** of the Navy

America's Bicentennial and You

During July, Americans celebrated the 200th anniversary of the signing of the Declaration of Independence, an event that marked the formal break between the American colonies and the mother country, England. The American Bicentennial was also an occasion to commemorate the birth of the United States of America as a nation, a nation based on democratic ideals and sustained by individual rights and freedoms.

Americans celebrated the bicentennial in many ways—parades, picnics, speeches, fireworks, festivals. Some of us were quite involved in these activities; others, who were not deployed or separated from their loved ones due to duty, chose to spend the day quietly with family and friends. But, no matter how the day was celebrated, every citizen took the time to reflect on the proud American heritage, as well as on the obligations and responsibilities we share as American citizens.

As a member of the Navy, I have had the opportunity to travel to countries throughout the world and experience firsthand how the people of these countries live. By eating their foods, staying in their homes, shopping in their markets, and living as they live, I was able, in most instances, to adapt easily to the culture of a foreign country. And, in some cases, I was able to develop close ties in a community which was far removed from any lifestyle I had ever experienced in the United States. While such an experience was generally worthwhile and enjoyable, living and visiting in a foreign country has convinced me that the old adage is very true—"There's no place like home!"

Unless one has experienced life in a foreign country, there may be a tendency to take the freedoms and benefits of life in America for granted. I do not mean to insinuate that the people of other lands are unhappy with their way of life. Most of them are not. But, in my estimation, unless you have lived in the United States, you probably don't know how really good life can be.

So, my message this month is short and to the point. Be proud that you are an American and thankful for your heritage and freedom.

As a member of today's Navy, you are taking an active role in the continuing growth and development of our nation. Because of you, and others who have served before you, the security of America has been assured. The Navy, in conjunction with the



other military services, has provided a shield which has protected our citizens from foreign intervention and allowed the people of the United States to grow free from harm. Your contribution to this effort should not be taken lightly.

But, serving in the military does not totally fulfill your obligation as an American citizen. You also have a responsibility to take an active role in our political process by voting in elections.

I was dismayed to learn recently that less than 20 per cent of those people who serve on active duty in the Navy vote in local, state, and national elections. Yet, the people who are elected to fill positions of leadership in our society are the same legislators who will determine our future in the Navy.

Many of us concern ourselves with the perceived or real loss of entitlements for military personnel and their dependents. But, for the majority of those affected, the concern is not directed in proper channels. To be effective, our voice must be heard on Capitol Hill, and the best way to influence our congressmen directly is through the power of the vote.

Many very fine military-oriented organizations are continuously lobbying on Capitol Hill for increased benefits and entitlements to help military members, retired personnel, and dependents. But such organizations cannot be effective unless they have the support of the people they serve. Their job would again be easier if military members made their feelings known in the voting booth.

This is an exciting time in the history of our country. I encourage every Navy man and Navy woman to show pride in your country. See your voting officer. Or, contact your personnel officer and pick up a request for an absentee ballot. Your vote counts!

Forming an Artificial Reef

It was only a simulated attack, but the explosion was real. It sent the old liberty ship *W. F. Anderson* to the bottom of the Gulf of Mexico to form part of Alabama's artificial reef to aid marine life.

The life of *W. F. Anderson*, which for many years carried cargo over the world's sea-lanes, was actually extended as the hulk joined four other ships completing the conservation program.

The old liberty ship was sunk through the efforts of Underwater Demolition Team 21 from Little Creek, Va., in cooperation with Alabama's Division of Marine Resources.

UDT-21 members contacted the Division of Marine Resources at Dauphin Island and asked if the team could sink the ship for the state and, at the same time, use the sinking as a realistic training exercise.

To make the problem more realistic, the team was briefed on the premise that a terrorist group planned to disrupt port facilities along the Gulf Coast. "Intelligence reports" stated the terrorists had procured an old liberty ship, *W. F. Anderson*, and planned to sink the ship at the entrance to Mobile Bay, thereby blocking the harbor.

The demolition team was directed to conduct an operation to prevent the ship from entering the bay. The team would make use of combat swimmers and a swimmer delivery vehicle (SDV).

Adding to the realism, the combat swimmers from Little Creek were not told of the mission until they boarded an Air Force C-130 *Hercules* aircraft at NAS

Norfolk. After boarding the aircraft and flying to the drop point, the fully equipped combat swimmers parachuted at midnight into the Gulf off Dauphin Island.

Swimmers were recovered by two 65-foot, fast patrol boats and taken to Dauphin Island for further briefings. Before that, the exercise team members conducted an intelligence-gathering mission on *W. F. Anderson* and determined just where to place the explosives and the amount required. Since the hull of the liberty ship was encrusted with a year's growth of barnacles, the team decided the explosive charges would have more telling effect if placed inside the hull.

The next morning *W. F. Anderson* was towed by tug to the open sea where she would be met by the demolition team.

With the demolition experts and SDV crewmen aboard, the two fast patrol boats towed the SDV and rendezvoused with the liberty ship at the location prescribed by Alabama state officials.

The SDV simulated an attack on the liberty ship while the swimmers boarded the hulk and placed the charges. On signal, the patrol boats picked up the divers from the ship and proceeded to a safe distance to witness the explosion.

Fifteen minutes after the divers departed *W. F. Anderson*, a tremendous explosion was heard and felt back on the mainland. The old ship went to rest on the ocean's bottom as part of an artificial reef.

—Story and photos by PH1 Bob Woods



● NEW GROOMING STANDARDS ESTABLISHED

Chief of Naval Operations recently established guidelines for grooming standards. The changes, though not radical, set specific, measurable guidance. Navy men and women are allowed a degree of individuality and still present a favorable military appearance. Highlights of the changes are:

- Varying hairstyles, including afros, are still permitted for men, but hair must be tapered from lower hairline upward at least three-fourths of an inch and outward no more than three-fourths of an inch.
- Block haircuts are permitted as long as a tapered appearance is maintained.
- Maximum hair length is four inches; bulk, two inches.
- Moustaches may not extend beyond a horizontal line extending across the corners of the mouth, and no more than one-fourth-inch beyond a vertical line drawn upward from the corners of the mouth.
- For women, back hair may touch, but not fall below, the bottom edge of the collar, when in uniform or in a duty status. Exaggerated hair styles-- excessive fullness or extreme height-- and plaited or braided hair may not be worn. Visible hairnets are authorized only if required for specific duty.

The revised version of the Navy Uniform Regulations should reach the fleet next month.

● NEW SURGEON GENERAL NOMINATED

The President recently nominated Rear Admiral Willard P. Arentzen for appointment as the Surgeon General of the Navy. The current Surgeon General, Vice Admiral Donald L. Custis, will retire next month.

RADM Arentzen is serving as commanding officer of the Naval Regional Medical Center, San Diego, Calif.

● SARATOGA CHALKS UP 200,000 ARRESTED LANDINGS

USS Saratoga (CV 60) chalked up her 200,000th landing last month. An A6E from Attack Squadron 75 made the historic recovery on the carrier, which marks her 20th year of commissioned service. Saratoga, homeported in Mayport, Fla., is deployed with the Sixth Fleet in the Mediterranean. She was off the island of Sardinia when the record arrested landing was made.

● SENATE PASSES NUCLEAR OFFICER INCENTIVE PAY BILL

The Senate recently passed a bill without recorded opposition concerning incentive pay for nuclear qualified officers.

The bill was passed 30 June and sent to the President for signature. Once signed, the bill will become law on the first day of the following month.

The measure would renew authority to offer bonuses to nuclear qualified officers with less than 10 years' active commissioned service who agree to remain on active duty for an additional four years. The maximum bonus authorized would increase from \$15,000 to \$20,000.

The bill provides for other bonuses as well. One, an accession bonus of up to \$3000 for certain unrestricted line officers payable upon completion of nuclear power training. Another provision of the bill is an annual incen-

tive bonus for nuclear trained unrestricted line officers not receiving any other continuation pay for each year of active service beyond their initial obligated service up to 18 years. An annual bonus based on the number of days served in a nuclear-designated billet would be authorized for nuclear trained line officers with 18-25 years of active service. A similar annual bonus is provided for qualified warrant and limited duty officers. The maximum bonus would be \$2400 for limited duty and warrant officers and \$4000 for unrestricted line officers.

- BOILERMAKERS WILL CONVERT TO BOILER TECHNICIANS BY FIRST OF YEAR

All Boilermakers (BR) will automatically convert to Boiler Technician (BT) on 1 Jan 1977, a move designed to combine like ratings and identify specialties with an appropriate Navy Enlisted Classification Code (NEC). Advancement exams will be administered as BR or BT through the current 1976 testing period. Following the conversion, a single examination is planned.

- ANTARCTIC WINTERING-OVER DEADLINE REQUEST IS SET

Volunteers for Operation Deep Freeze wintering over are asked to submit requests in time to reach the Chief of Naval Personnel not later than 1 Dec 1976. Applications will continue to be reviewed after that day, but the majority of selections will be made from requests received before the deadline. The best qualified personnel will be ordered to the Naval Support Force Antarctica, for deployment to Antarctica about October 1977 where they will remain until approximately November 1978.

Several incentives are offered Deep Freeze volunteers, such as:

- After completion of wintering-over assignment, volunteers eligible for sea duty are guaranteed their choice of reassignment to one of three ships, squadrons, or battalions, or one of three home ports on coast of choice. Shore duty-bound personnel are guaranteed one of two naval districts of their choice. Antarctic volunteers are given priority for overseas duty if desired, provided eligibility requirements are met.

- Double sea-duty credit is given for time spent on the Antarctic continent.

- Members of Detachment ALFA receive a seven-day R & R at Christchurch, New Zealand.

- Dependents living in public quarters in CONUS may remain there for duration of one's Antarctic assignment. Volunteers also have the option of relocating dependents.

- Personnel who serve with Operation Deep Freeze receive the Antarctic Service Medal.

- Volunteers reassigned to sea duty will not be assigned to units deployed or scheduled to deploy within three months of reporting date, unless such assignment is approved by Chief of Naval Personnel or requested by the individual. (Unanticipated schedule changes are not normally sufficient justification for modification of orders.)

- Upon reassignment, volunteers are authorized 60 days' delay before reporting to their next duty station, as long as excess leave is not involved.

- Special duty assignment pay in the amount of \$150 a month is auth-

orized for a six-month period commencing in March 1978, provided the member meets eligibility requirements.

- Volunteers ordered to Detachment ALFA, Naval Support Force, Antarctica, who are authorized to advance after passing the February or August 1977 advancement exam while wintering over will be advanced in the first increment, provided they meet all eligibility criteria.

- SPRUANCE-CLASS DESTROYER TAKES ON FIRST HELICOPTER

USS Paul F. Foster (DD 964) recently took aboard an SH-2F Seasprite helicopter, marking the first helo landing on the deck of a Spruance-class ship. Foster was conducting sea trials off the southern California coast when the helicopter, from Helicopter Antisubmarine Squadron Light 33 (HSL 33), San Diego, landed as part of a routine training exercise. The destroyer can accommodate two helicopters.

- SPACE "A" TRAVEL LIMITED ON MAC FLIGHTS THIS SUMMER

Space Available travelers, particularly students, are advised to prepare for extended waiting periods at Military Airlift Command air terminals this summer and be prepared to complete their travel by commercial carriers if necessary.

Military Airlift Command officials predict fewer space "A" seats than last year on MAC flights during the traditional PCS peak season (June to August).

- USS CAPODANNO WINS LAMPS SAFETY AWARD

The frigate USS Capodanno (FF 1093) is the winner of the 1975 James H. Flately Award, safety award for Light Airborne Multi-purpose System (LAMPS) ships.

The annual award is given to the LAMPS-equipped ship that exhibits the highest degree of safety. The Naval Safety Center and the Chief of Naval Operations jointly selected the winner of the award.

Capodanno, homeported in Mayport, Fla., competed with 33 other LAMPS-equipped ships from the Atlantic and Pacific Fleets. The award cited the frigate for her record of safe flight landings, more than one-third of which were at night.

- NAVY COMMANDS REAP CONSERVATION/ENVIRONMENTAL AWARDS

A panel of nationally prominent conservationists announced the winner of the Department of the Navy Natural Resources Conservation Awards. The judges considered many aspects of conservation-- forestry operations, fish and wildlife management, soil and water conservation and development of recreation areas. Competition covered a three-year period ending last year, and was divided into two classes-- installations having over 5000 acres, won by NAS Meridian, Miss., and those having less than 5000 acres, awarded to Naval Weapons Station, Seal Beach, Calif.

In addition to the first place winners, three installations, Naval Station, Adak, Alaska; Public Works Center Subic Bay, Philippines; and Naval Air Station Chase Field, Beeville, Tex., received special citations.

The other award for environmental protection is presented annually to those activities demonstrating increased environmental protection awareness. USS L. Y. Spear (AS 36) was selected as the ship taking the greatest initiatives toward operating in an environmentally acceptable manner. NAS Alameda, Calif., has the best protection program for a large shore facility, and Naval Station Guam took top honors in the small station category.

The Naval Research Laboratory, Washington, D. C. and Naval Air Test Center, Patuxent River, Md., took 1st place for best programs by a research and development facility and industrial facility, respectively.

- NAVY HELICOPTER PILOT OF THE YEAR NAMED

Helicopter Antisubmarine Squadron 31 (HSL 31) pilot, LT Frederick Sautter, has been named the 1976 Helicopter Pilot of the Year by the Navy Helicopter Association. Sautter was cited for his actions during the evacuation of Americans from Cambodia and Vietnam last year.

LT Sautter, then officer-in-charge of HSL 33, Detachment Four, assigned to USS Kirk (FF 1087) during the final days of the Saigon government, supervised the salvage of 16 Vietnamese H-1 helicopters. He piloted two of the aircraft to safety and completed a medevac mission in a damaged helicopter, saving a refugee from a possible leg amputation. Sautter volunteered to board a Vietnamese ship and later was given custody and command of the ship for her eventual transit to the Republic of the Philippines.

- SECOND TRIDENT NAMED MICHIGAN

Michigan was selected as the name for the Navy's second Trident submarine (SSBN 727), currently under construction. Slated for launching in July, 1978, the nuclear-powered ship will be capable of providing faster patrol of larger areas for longer periods of time than present systems.

This is the third ship to be named for the Wolverine State. The original, built in 1834, was the first iron-hulled warship constructed in the United States. The second, a battleship (BB 27), served in World War I. The first Trident is named for Ohio.

- SIMON LAKE'S EXPLORER PUT ON DISPLAY

Simon Lake's last submarine, Explorer, has been restored and is now on display at the Naval Submarine Base, Groton, Conn. The 32-foot craft, launched in 1932 was completely refurbished by the Naval Reserve Submarine Support Facility 101 from Lawrence, Mass., in the past 18 months during their active duty training time. Many of the major parts had to be rebuilt and were fabricated by students at Waltham Vocational Technical Institute in Waltham, Mass.

Carrying a crew of four, the craft was fitted with wheels, allowing it to roll along the ocean bottom forward, backward and within limits, sideways. She was also equipped with a scissor-like arm with a scoop and basket device.

Simon Lake worked with John Holland, who developed the Navy's first submarine, Holland. Many of Lake's basic ideas on ballasting and ship control, snorkel and the like are still in use today.

Guam's Gale



Some Gial

Story by JO1 Jerry Atchison
Photos by PH1 John R. Sheppard

There's only one thing you can call a storm that packs winds of 185 mph, floods almost everything in its path and leaves death and destruction in its wake. There's only one thing you can call a storm that wipes out an island's crops, power, communication and water supplies.

On 21 May, the people of Guam called it a Super Typhoon.

Super Typhoon Pamela blasted ashore and, in the space of a few hours, killed an estimated five people, injured 800 and did more than \$100 million damage. But it was not until after the storm passed that the real story began. Guamanians and the large military population on the island then faced the common problem of digging out of the wreckage and reconstructing their lives.

As the storm raged, the Governor of Guam, Ricardo J. Bordallo, called on the Navy for help. But the office of Rear Admiral Kent J. Carroll, Commander Naval Forces Marianas, was already preparing for disaster relief efforts. Before Pamela struck, both the military and civilian communities had been warned by the Fleet Weather Center at Guam. The typhoon was large, growing larger and headed directly for the tiny 209-square-mile, kidney-shaped island.

When Pamela struck she dumped more than 22 inches of rain on an adequately prepared, but still vulnerable, island community. There was little anyone could do to withstand 50-knot-plus winds that blew for 30 hours. Typhoon-force winds lasted 18 hours and 100-knot-plus winds raked the island for more than six hours.

Two days later the sun came out and the winds and seas subsided. Observers surveyed the extent of the damage from Navy and Marine Corps helicopters.

"From the air, the island looks as though it was hit by an air strike," said one on-scene inspector. "Thousands of homes were badly damaged, hundreds were destroyed and the island appears at least 90 per cent defoliated."

It was a very real quiet after the storm; observers saw no birds in the air. Nor did they see any wildlife.

But it was not only the civilian population that caught the full impact of the storm. Scenes of widespread destruction were repeated at all the military installations.

More than 200 Navy and Marine Corps housing units were either destroyed or heavily damaged at NAS Agana. Throughout the island, military families picked through the rubble of what once had been their homes. First estimates of material damage pointed out the extent of the typhoon's force: more than \$100 million in damages to Navy installations and personal property damage in excess of \$20 million.

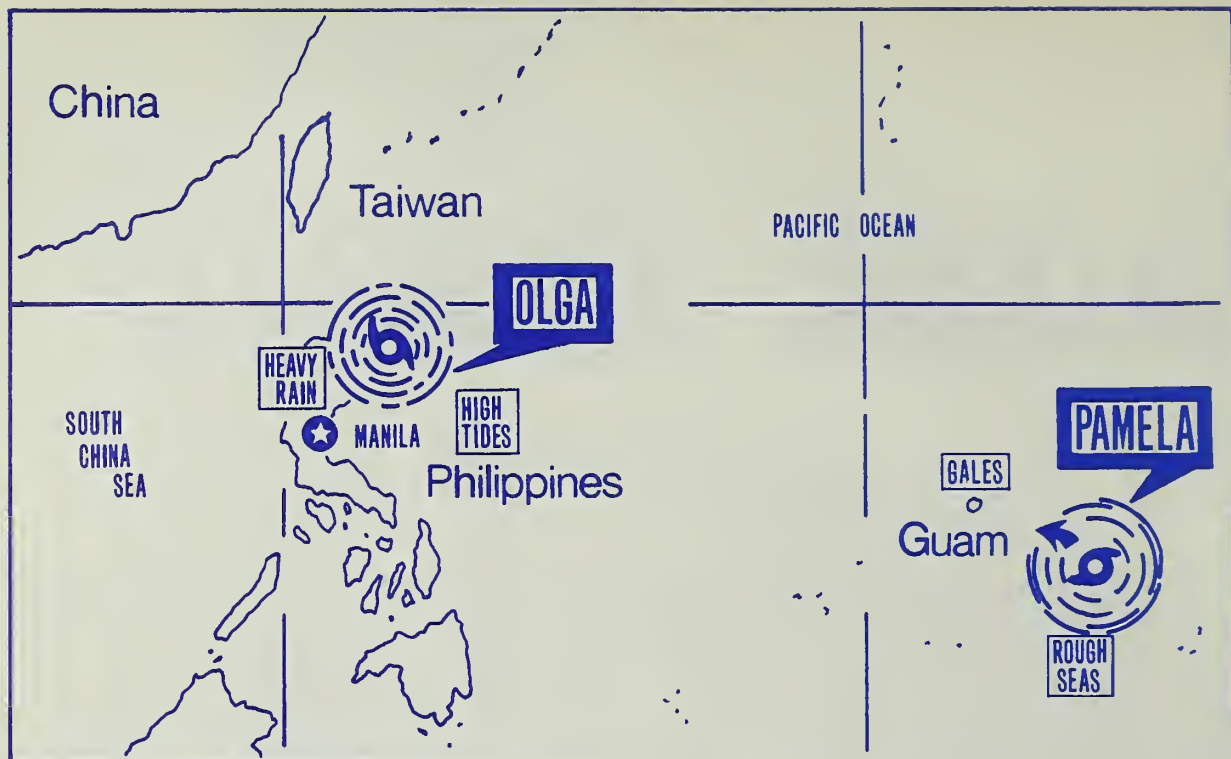
Stories of individual acts of heroism and ingenuity were common. Babies were born by flashlight in the middle of the typhoon. Widely scattered and damaged parts were gathered and life-supporting pumps and generators were assembled. Bare hands dug family and friends from massive piles of rubble—alive and miraculously with, only minor injuries.

Then the combined military disaster assistance forces in the Western Pacific swung into action. Even while destructive force winds were still battering Guam, Seabees from Naval Mobile Construction Battalion 3 were out in force, clearing roads and helping restore electrical power and water. As the clean-up efforts expanded following the storm, the Seabees began hauling drinking water and providing first aid assistance to badly damaged civilian communities.

Air Force planes began flying in tons of disaster relief supplies.

Ships of the U. S. Pacific Fleet were alerted and six began converging on Guam with men, tools and supplies. USS *Peoria* (LST 1183), USS *White Plains* (ARS 4), USS *Dixie* (AD 14), USS *Jason* (AR 8), USS *Proteus* (AS 19) and USS *Tripoli* (LPH 10) arrived to help and maneuvered through a port cluttered with sunk or damaged ships.

On land, the public works center at the Naval Air Station provided power to Guam's commercial port and also gave portable generators to the public utilities agency to pump the island's well water. More than five



million gallons of water per day were pumped to civilian communities. People from the public works center also worked with telephone company repair parties around the area.

Meanwhile, in Subic Bay, Republic of the Philippines, electrical power and telephone equipment, including line trucks, utility trucks, generators, telephone poles and cables were assembled for shipment to Guam.

The six ships of ComPhibRon Three brought much-needed supplies. But their most important commodity was the men the squadron sent ashore to help. About 1200 sailors and Marines began working in civilian communities at a variety of tasks. Sixty Navy firefighters replaced civilian firemen who were serving as supplemental policemen, and 14 hospital corpsmen moved through Guam's villages administering first aid, inspecting water supplies and sanitary conditions, and acting as ambulance attendants.

When Memorial Day came, it marked not only America's day to remember its war dead, but also the culmination of a massive three-day clean-up effort by sailors and Marines of Amphibious Ready Group Alpha who joined with Guam-based service people to clean up the roads and parks.

The scars of Super Typhoon Pamela will remain on Guam for many years, but her "gift"—the bond of mutual respect and friendship between the civilian and military communities—will last much longer.

Left: Many families were greeted with just such scenes of destruction. **Facing page:** Pamela stopped, but not before showing her disdain for at least one road sign.



Typhoon Olga Terrorizes P.I.

As super Typhoon Pamela blasted her way across Guam, Typhoon Olga ground a destructive path through the Republic of the Philippines.

On 19 May, Olga came ashore near Manila and began dumping torrential rains with typhoon force winds that were to last nearly a week. When the stalled typhoon finally moved into the South China Sea, she left behind an estimated 50 dead, countless homes flooded and destroyed, and an obliterated rice crop—mainstay of the Filipinos' diet.

It was not the intensity of Typhoon Olga that did the major part of the damage, although winds did reach 75 miles per hour at one point. Her persistent battering ultimately broke dikes protecting roads and rice fields,

Below: A sign in front of this damaged home shows that someone maintained a sense of humor in the wake of Super Typhoon Pamela. **Facing page:** But any humor appears lost on this Air Force man beginning the massive cleanup of commissary shelves.





weakened or destroyed homes and stranded tens of thousands.

When it became apparent that Olga was going to settle in with a vengeance, Philippines President Ferdinand Marcos declared "a state of calamity" and immediately solicited American military assistance.

In Quezon City, a Manila suburb, Navy frogmen rescued 71 persons—including a mother and her newborn child—from the floods.

In two days, Navy helicopters from Subic Bay lifted more than 1000 people from the Dalton Pass area north of Manila. They also flew missions to the mountains—rescuing motorists stranded as roads were blocked by slides. The helos dropped nutribuns (an emergency

diet supplement) to those in no immediate danger.

Even as they worked around the clock to assist communities in the Philippines, Navy officials took on the second emergency chore of assembling supplies for disaster relief assistance to Guam as that island was simultaneously battered by Pamela.

Both Pamela and Olga struck more than a week before the traditional beginning of the Western Pacific's typhoon season. Although their toll of death and destruction was high, the catastrophe could have been even more tragic without the aid of experienced military disaster relief assistance people on the scene. That may be some slight consolation to the unfortunate residents of the Philippine Islands and Guam.

Premiere for LPD

Harrier Sets Down on USS Juneau



Although the landing had required planning and training, crewmen aboard the amphibious transport dock USS *Juneau* (LPD 10) could not avoid looks of surprise when they turned out for flight quarters at White Beach, Japan, recently. Instead of the usual helicopter, the caller was an AV-8A *Harrier* fixed-wing jet aircraft.

No ordinary jet, the *Harrier* is capable of vertical takeoffs and landings, hovering and many other tricks traditionally the forte of rotary-winged aircraft.

The plane, piloted by Major Marx H. Branum, executive officer of Marine Attack Squadron 513 (VMA-513), MCAS Iwakuni, Japan, touched down on *Juneau*'s tiny flight deck to become the first *Harrier* to land on the deck of an LPD anywhere in the Pacific.

The following day, 10 pilots from VMA 513 conducted at-sea flight operations from *Juneau* for seven hours, recording more than 50 takeoffs and landings. Now, all 10 are qualified to operate from the deck of an LPD.

"The *Harrier* is a pilot's airplane," said Marine Captain John W. Capito, a pilot and one of the squadron's landing signal officers. "It has the capability for vertical movement and is a self-starter, requiring no external equipment to get it going."

"Ideally, it's suited for short, forward-site runways near combat areas. From a 600-foot runway we can fly a fully loaded *Harrier* into action—and get there in a hurry."

"In addition to VMA 513 at Iwakuni," said Navy Lieutenant Charles W. Setzer, *Juneau* public affairs officer, "there are three other Marine squadrons flying the *Harrier*, all at Cherry Point, N. C."

Pilots of the aircraft see the *Harrier* as an idea whose time has come. "The (British) Royal Air Force is the only one, other than the U. S. Marine Corps, currently using *Harriers*," Branum said, "but others are definitely interested."

And there are those who have fallen in love with the "pilot's airplane." "All of us in the squadron," Capito said, "are second-tour pilots. We flew other aircraft before the *Harrier* came around. I would rather fly it—and everyone I know would rather fly it as well."

—Story and photos by JO1 Bob Skinner



Far Left: Major Marx H. Branum, USMC, eases his vertical takeoff and landing Harrier onto USS Juneau. It was the plane's first landing on an LPD in the Pacific. Top Left: Juneau crewmen and embarked marines enjoy the day-long show. Lower Left: Busy day on Juneau's flight deck as Harrier pilots qualify for LPD ops. Below: MAJ Branum stares down the nose of his AV8A Harrier.



Valiant Heritage and Solid Shield

Valiant Heritage

Off the coast of Southern California, in March, a 27-ship carrier task force led by a British rear admiral stealthily crept north to raid San Diego. Earlier, the force's air strikes had hit the U. S. mainland and off-shore islands.

Two months later, on the East Coast, U. S. Marines hit a North Carolina beach in a full-scale amphibious landing. A four-hour-long helicopter assault followed, while Army paratroopers were dropped 10 miles inland.

Grandiose Bicentennial productions? Belated British reaction to colonial impudence?

Neither. As you may suspect, what happened wasn't for real. It was part of an important element of readiness, which the Chief of Naval Operations has called "our number one priority." The actions were Navy's Valiant Heritage exercise on the West Coast, and the joint-service exercise Solid Shield in the East.

Valiant Heritage, directed by Vice Admiral Robert P. Coogan, Commander U. S. Third Fleet, kicked off as 41 ships, 200 aircraft and 18,000 men from five nations gathered in San Diego. After a month of in-port training and four days of underway drills, the exercise went into high gear.

Orange Forces squared off against Blue Forces in a realistic mid-70s situation. In the "cold war" phase of the exercise, each tried to locate and track the other's ships. Several "shooting" incidents took place, tensions escalated and "war" was finally declared.

Blue then threw air attacks against the mainland while Orange's mission was to disable Blue so that strikes could not be launched. The air strikes took place when aircraft from USS *Enterprise* (CVN 65) bombed simulated airfield and missile sites at the Navy's Chocolate Mountain bombing range near Yuma, Ariz.

The final segment of Valiant Heritage was an attack on San Diego. An imaginary peninsula extending about 150 miles southwest from the city was drawn on the charts. The Orange Force was north and west of the peninsula, while the Blue Force controlled the peninsula's tip and the sea to the south and east. Orange Force's job was to stop Blue from getting around the tip and reaching San Diego.



Exercises

Right: Enterprise (CVN 65) crewmen load bombs onto an A-7E Corsair II during Operation Valiant Heritage. Below: Two British frigates, HMS Plymouth (F 125) and HMS Berwick (F 115) take position for underway replenishment with the Royal Fleet Auxiliary stores ship Tarbatness (A 345).



Solid Shield



A USS Iwo Jima Marine (LPH 2) landing party loads up for the hop inland during Solid Shield.

On the other coast, in May, Marines landed off the southern port of North Carolina. Solid Shield was off and running for the ninth consecutive year.

Conducted under the command of Admiral Isaac C. Kidd, Commander-in-Chief, Atlantic, 50,000 Army, Navy, Marine Corps, Air Force and Coast Guard Regular, Reserve and National Guard troops went out to

see how well they could work together in a combat situation. Also, representatives from the State Department and the U. S. Information Agency played diplomatic roles. The battle theater covered more than 3500 square miles in the southeastern United States and centered around Camp Lejeune, N. C., and Fort Stewart, Ga.

Action began at Ft. Stewart when "Country Blue," a friend of the U. S., was invaded by "Country Red," an adversary.

Country Blue asked for U. S. help, and Marines were sent to Country Blue to evacuate U. S. citizens and friendly foreign nationals. They were met by simulated jeering, panic-stricken crowds demanding immediate evacuation and by guerrilla attacks. Tensions mounted—Army paratroopers and infantry were brought in to back up the Marines.

Meanwhile, unconventional warfare units had been conducting reconnaissance and demolition missions along the Camp Lejeune coastal area in preparation for amphibious assaults. When the actual landing came, forces were met on the beach by smoke bombs and simulated gunfire from the enemy. The invading force moved quickly to secure the beachhead and cross the intercoastal waterway. As they did this, a Marine regiment was lifted by helo to landing zones inland of the waterway, while Army airborne infantry parachuted into a landing zone about 10 miles north of the area.

In the days that followed, Marines who had made the amphibious landing linked up with the battalion that arrived by helicopter. There was a subsequent link-up between the Marines, pushing north, and the Army advancing south. These forces finally were able to declare Country Blue "secure."

Valiant Heritage and Solid Shield are over—the exercises' messages will be analyzed, logs reviewed, and computerized data studied by planners and participants to share the lessons learned. These lessons will undoubtedly help our future readiness.

(The information about Solid Shield was supplied by LT James Noone, USNR.)



Above: A Marine tractor pushes across the Intercoastal Waterway during the drive inland. Below: USS Milwaukee (AOR 2), center, refuels USS El Paso (LKA 117) as USS Iwo Jima prepares to come alongside.





Sailors Join Confederate Cause at New Market

Story by JOSN F. Bir, Photos by PH2 T. Mitchell

On a sunny Sunday afternoon in May, three Confederate soldiers lean against a split-rail fence near an isolated farmhouse north of New Market, Va. They are in good spirits, joking and carrying on, not particularly concerned about their position or that of their comrades on the other side of the fence.

Suddenly the air is filled with the crack of artillery.

Moments later the three are lost in a rush of gray uniforms as a collective rebel yell rises above the sound of battle.

Several cork and flour explosions and hundreds of blank musket and artillery rounds later, a hill to the north of the farmhouse is in Confederate hands. The dead rise. Spectators begin to leave. The three rebel soldiers who had rested near the farmhouse return to their cars. Suddenly, it is a quiet, sunny Sunday afternoon again.

Add to this already confused scenario the fact that the three soldiers are really sailors, and the incongruity of it all seems complete. In real life, Radioman 2nd

Left: (L to R) RMSN John Rukenbrod, DP3 Curt Sant and RM2 Bob Johnson in Confederate uniform. Below: Confederate artillerymen signal the start of the Ninth Annual Battle of New Market, Va.





Above: Confederate forces prepare to defend their position against Union troops. Right: A group of Rebels stand at the ready.



Class Bob Johnson and Radioman Seaman John Rukenbrod can usually be found in the Communications Center of the Bureau of Naval Personnel. Data Processing Technician 3rd Class Curt Sant works at the Defense Communications Agency.

But, on many of their weekends, "First Sergeant" Johnson and "Privates" Rukenbrod and Sant belong to Company D, 1st Regiment, Virginia Volunteers, CSA, Incorporated.

The 1st Regiment is part of the National Civil War Reenactment Association, which is dedicated to the preservation and display of Civil War relics and history. They also promote safety in handling weapons of that era and commemorate the heroism of men who fought in the War Between the States.

After seeing a few reenactments at Fort Ward Park, the Regiment's regular field of battle in Alexandria, Va., Johnson and Rukenbrod became interested in joining the outfit.

Though Rukenbrod claims to be a "Yankee at heart," he explains that it doesn't really matter that the Regiment is on the "losing side." That is not the point to him. The fact is, it's fun and interesting to watch and to participate in history as it happened.

"I would have joined a Union regiment," said Rukenbrod, "but there just weren't any in the area."

Johnson, on the other hand, fits his role naturally. Bob is perhaps the most truly Confederate of the three. He has a very deep interest in the southern heroes of the Civil War. His enthusiasm in the Regiment would



Right: Union rifles are aimed toward a line of Rebels. Below: Yankee troops retreat.



be difficult to surpass. Though he is scheduled for transfer to a ship homeported in Norfolk, Va., soon, Johnson already has plans to help form another part of the Regiment there.

The feeling aroused in the group is one of pride. It does not matter where they are from; they are Confederate now, at least in spirit.

"When I'm chasing Yankees," said Rukensbrod, "or marching in my Confederate uniform, I feel like a real

Confederate."

Curt Sant feels it too. He may have described the feeling best as "a spirit that seems to catch on fire and spread." Whatever the feeling is, any history buff can tell you, there's no shaking it.

Victorious, the 1st Regiment, Virginia Volunteers, CSA, Inc., march back to their campsite.



The Wilson Family

Before the battle, as Johnson, Rukenbrod and Sant discussed history, a fourth Navyman and his family prepared for their role as "field musics" in the New Market conflict.

Navy Band librarian, Master Chief Musician Paul Wilson, his wife Louise, and their two sons, Jim and Jeff, are the entire Fife and Drum Corps for the 1st Regiment, Virginia Volunteers.

The Wilsons became involved in the Regiment almost a year ago after seeing a reenactment of the Battle of New Market.

Their involvement stems from the family's habit of sharing interests. While renovating an old log cabin they had purchased in the Shenandoah Valley, they heard about a reenactment battle at New Market, just a few miles away, and went. Fourteen-year-old Jim saw other boys his age in the regiment, and the lure of history and excitement proved overpowering. He saw no reason why he shouldn't get involved, and neither did his parents, so he asked a soldier about joining.

He was directed to the 1st Regiment and enlisted as a fifer.

Fifers are rather scarce among today's reenactment groups, and Jim was the only musician in the Regiment. But a fifer without a drummer is an awkward thing. At first, Regiment officers tried to fill the breach by "volunteering" drummers from out of the ranks. Jim, frustrated by his makeshift rhythm section, complained to his family.

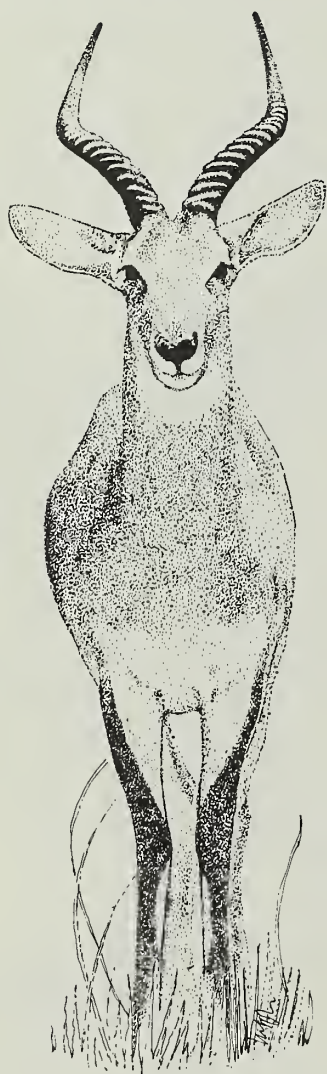
Jim's mother, a drummer when in college, finally reasoned that, since she planned to attend the reenactments anyway, she might as well join as a drummer. Then husband Paul got into the act. Thinking it wouldn't be too much trouble to learn the fife (he plays the flute already), the master chief also decided to join. Not to be left out, young Jeff took up a drum and the family of four thus became the Regimental Fife and Drum Corps.

Since coming to the Regiment, the Wilsons have become more Civil War-oriented. They originally signed on for the sake of convenience, but soon, as with Johnson, Rukenbrod and Sant, the Regiment grew on them. They too have become devoted Confederate soldiers.

First Regimental Fife and Drum Corps (L to R) MUCM Paul Wilson, his wife Louise and their sons, Jim and Jeff, provide "field music."



Atsugi Special Services Arranges an Outing



Many negative statements have been made about the effect military life has on families: the frequent changes of duty stations, uprooting homes, making friends and having to leave them—it's not often easy.

Oddly enough, the same negative points can be turned around and viewed as positive reasons why the military life can be the "good life." It's all in the way you look at it.

There are changing duty stations, for instance. How many children are afforded the opportunity actually to travel to foreign countries? Most children only read about them in books.

Navy families are enjoying their duty assignments more than ever thanks to overseas recreational programs offered by the Navy as well as the host country. At Naval Air Facility Atsugi, Japan, as at other bases around the world, Navy families have a wide range of activities on and off base to occupy their free time.

The Special Services Department offers tours, trips and special events to the single Navy men and women and married personnel and their families.

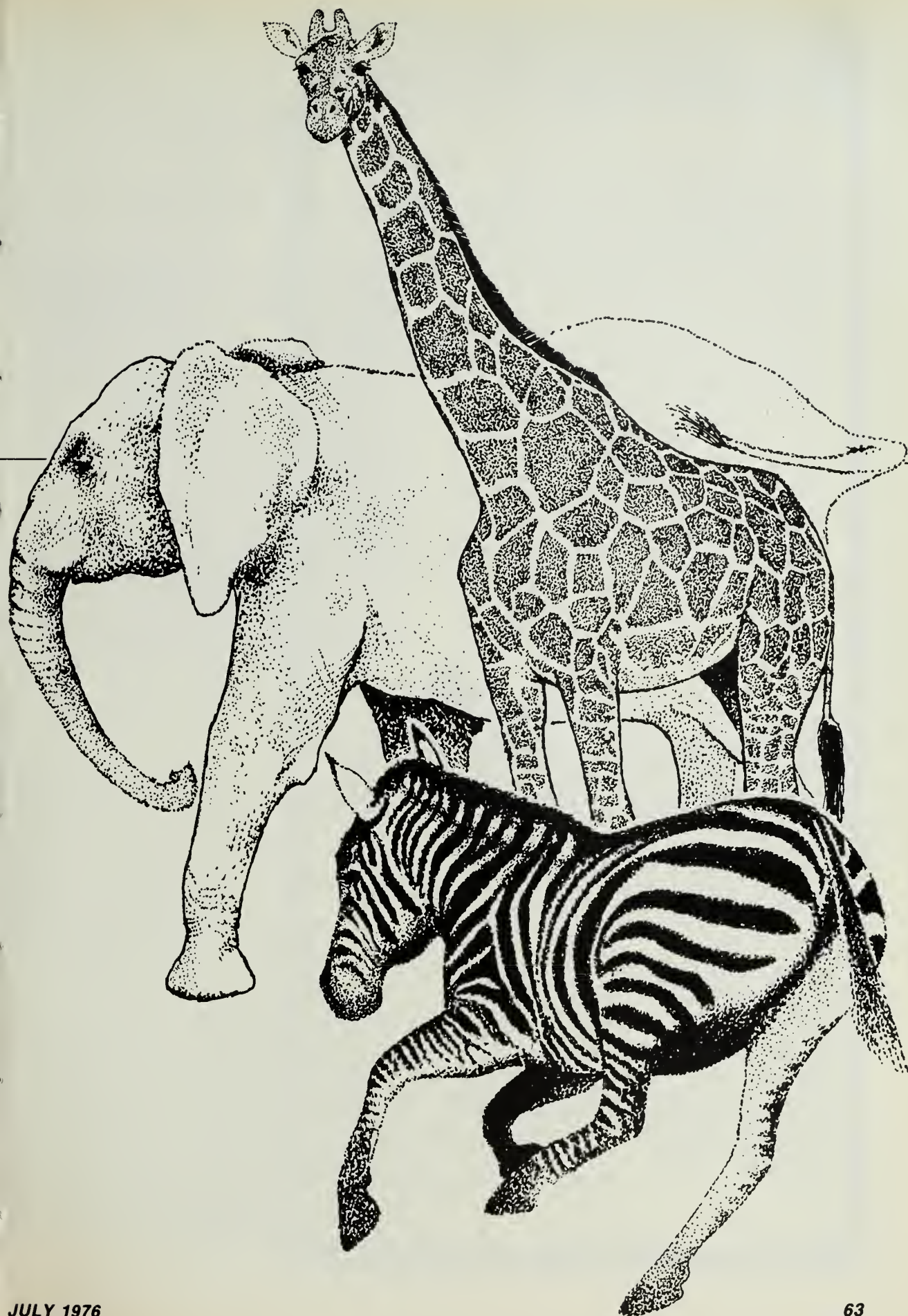
Recently, a large group of service families from Atsugi toured the Tama Zoo, located near Hachioji City, to enjoy a typical Japanese outing. The group arrived early in the morning by bus (provided by Special Services). They spent the next two hours at the sprawling zoo, viewing its many animals.

In the afternoon, the happy crowd enjoyed an assortment of thrill rides at the Tama Tech Amusement Park adjacent to the zoo.

Similar excursions are provided by the Special Services "Tickets and Tours Office." The office provides varied services to aid in planning trips, obtaining tickets and making reservations.

Throughout the year, the Special Services office plans a number of trips, among them tours of Tokyo, trips to sumo wrestling tournaments, a day at Machiko (famous for its pottery) and tours to Taipei. World traveling is made easy—another benefit provided by Special Services and the Navy.

—Photos by PH2 G. S. Johnson



TAFFRAIL TALK

Who was your best friend in boot camp? According to your company commander it was your "piece."

Remember him, that lovely, old, nicked-up WW I Springfield rifle? Remember how he trailed along everywhere you went, perched on your shoulder—all three million pounds of him? How good he felt! He never said a word all the time you were in boot camp—how could he, with his firing pin removed and his muzzle filled with lead. No matter, you loved him all the more for his affliction, or did you?

Remember the good times you and he had together in boot camp? There were the endless hours of fresh air and sunshine while playing manual of arms on the grinder. Remember the fun you had seeing how hard you could bang his butt on the pavement? He liked that game so much he sometimes split his stock for joy. And, if nothing else, you could always open his bolt and slam it shut. Remember how much fun it was getting *your* butt chewed out by your company commander for those games? But old Springfield was always ready to comfort you by gleefully climbing back onto your shoulder to help you do 1000 laps around the grinder under the C/C's wrath.

Well, old Springfield is gone now; issuance was stopped on 1 March. In his place new recruits will have more classroom work, more physical fitness training and more *real* rifle firing. Too bad.

So long old "piece," how could we forget you!

The above item on rifles no longer being used by recruits at San Diego is an example of one style of writing *ALL HANDS* will forfeit in coming issues. JO1 Tom Jansing has been transferred to Sigonella in Sicily by way of a short indoctrination course at the Defense Information School in Indiana. Thus ends his three-year stint on the staff, which produced many fine stories including "Signals in the Wind—A History of Flags" (March '74) and "For the Navy Buff" which appeared last month, to name just a few.

Tom has the happy faculty to take the difficult and present it in a clear, easy manner. He always writes with the fleet sailor in mind. To him the greatest crime a JO can commit is to produce material of no interest to the man on the ship or, even worse, write below that man's level.

Still there's hope that we'll hear again from Tom, and soon at that. He has a few ideas which he plans to work up and send our way. And, while we're on the subject, there must be plenty of JOs out there who have a story kicking around which *ALL HANDS* would be interested in receiving. Why put it off any longer? Opportunity is knocking at your door.

The All Hands Staff



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...about the back cover

In Washington there's the monument of the same name, the Smithsonian and, then, there's John Landry. This doesn't mean that Landry is a national treasure.



His work, however, is something which calls for a second look.

This magazine's relationship with John started a few months ago when we were in dire need of a cover depicting a square-rigger under full sail. Now there's one thing Landry understands and that's rigging and all that it entails. We approached him. He listened. In a matter of hours he produced the back cover we ran in June. Then, just as casually, he came up with this month's back cover of the *Rose's* figurehead. What once was a quandary turned into a treasure—ALL HANDS not only has one illustrator in oil (LTJG Bill Ray), it now has two such experts.

John has been with the Navy Publications and Printing Services since 1968 and has painted well over 800 works. He did the 1974 Navy Birthday poster and, last year, executed 10 of the 28 murals for the Pentagon's Bicentennial Corridor. He is a former private pupil of Jacques Maroger, internationally known still life painter and former technical director of the Louvre.

Just last month John was awarded the gold Civilian Meritorious Service Medal by the Secretary of Defense.

To show the measure of the man, John didn't mind our running his work as back covers. Seems it just happened that way. It's a safe bet, though, that we'll soon be able to write, "About that front cover. . . ."



HMS ROSE...

The Ship That Started a Navy



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FRONT AND BACK COVERS: Scenes of the International Naval Review held this past July in New York City, including one of the President tolling the bell at 1400 on Independence Day. The night scene on the back cover is by LT F. G. Leader, USN; other photos by photographers listed on page 6 of this issue.

LEFT: The Russian barque Kruzenstern (Sedov class, 3064 tons), with yards manned, passes the anchored carrier USS Forrestal (CVA 59) in New York harbor during the Bicentennial July 4th weekend. (Photo by PHC Van Dorn, USNR.)



Articles of the Constitution



2. Constitution's Cannons Fire Again

1. Queen Elizabeth Visits Old Ironsides

Queen Elizabeth II was reminded of British craftsmanship when she stepped aboard "Old Ironsides" during her Bicentennial visit to Boston on July 11.

Earlier that day *Constitution* and the Royal Yacht *Britannia* exchanged 21-gun salutes as the yacht steamed into Boston Harbor. The two refurbished, 6300-pound saluting cannons aboard *Constitution* were not made in England, but 18 of the frigate's 34 guns were. Those 18 guns still bear the crest of George III, the British king who reigned at the time of the American Revolution.

Prince Philip, the Duke of Edinburgh, accompanied the world's best-known monarch as she stepped aboard "Old Ironsides" to be greeted by Secretary of the Navy J. William Middendorf II; Rear Admiral Roy D. Snyder, Commandant of the First Naval District; and *Constitution*'s captain, Commander Tyrone Martin.

CDR Martin and his crew wore 1812-vintage uniforms as they escorted the royal entourage on an inspection of the ship's artifacts and memorabilia.

A high point of the tour was a stop-off in the captain's after cabin, occupied through the years by such molders of American naval traditions as Commodore Edward Preble, Captain Isaac Hull, Commodore William Bainbridge and Admiral George Dewey.

The visit to the venerable frigate, which fought and won more than 40 engagements during the War of 1812, was the last stop on an all-day Boston tour.

After visiting *Constitution*, the queen sailed on to Canada aboard *Britannia* to open the 1976 Games.

The guns of "Old Ironsides" have been silent for the past 95 years. Yet, on July 4th two of her long guns erupted in a Bicentennial salute to the nation.

A week later the guns spoke out a welcome as Queen Elizabeth II and Prince Philip entered Boston harbor aboard the Royal yacht *Britannia* for a state visit.

This year's salutes were quite different from those of 1881. To fire one of the 6300-pound cannons then required a gun crew of up to nine people, including gun captain, assistant captain and others involved in loading, running out and training the gun. Each man had a specific job and each had to do his work in close coordination with the others.

Today's gun crew is considerably smaller—Senior Chief Boatswain's Mate Walto Gross, the gun captain, has a four-man detail for each gun.

Twentieth century technology came to *Constitution*—the oldest commissioned ship in the U. S. Navy—when the long guns from the forward gun portals on the port and starboard sides were converted to fire modern saluting ammunition. The conversion was made this past spring at the Naval Ordnance Station, Louisville, Ky.

"We thought it would be a snap," said Wally Smith, an engineering technician at the station, "but we didn't know what we were getting into."

It took a week to remove two feet of cannon barrel or cascabel. Machinists rebored both nine-foot guns and installed conventional, modern 40mm blank firing apparatus.

To camouflage the 20th century conversion of the historic guns, sheet metal duplicates of the intricate cascabels—somewhat lighter than the originals—were made. Only a trained eye can detect the change.

The project took 75 days to complete. When it was time for a test firing, no one was quite willing to pull the firing mechanism. (→)



Above: Queen Elizabeth II and Prince Philip arrive in Boston.

"We were a little nervous at first. We tied a 20-foot lanyard to the trigger and hid behind an obstruction before we yanked it," said Smith.

Once the gun fired successfully there was no stopping the eager engineers. A speed trial firing was made, letting go 18 rounds in 50 seconds. Smith said, "The smoke and noise were beautiful."

Thus, Old Ironsides' guns joined in the celebration of the nation's 200th birthday—no doubt they're still talking about it "down" in Boston.

3. International Turnaround

The oldest commissioned warship in the U. S. Navy rode gently, tugging at the lines holding her secure. Her bow pointed like a commanding fist at the sea.

Minutes later, she was underway, towed by 20th Century tugs. The docile sea splashed on her sides and her spider web of spars, masts and rigging was notably absent of sail. But USS *Constitution* was at sea again after a 39-month restoration period.

Once every year the ancient three-master gets underway. This is the annual Turnaround Cruise which involves pushing her out into the harbor and repositioning her at the pier so that hull, masts and rigging will weather evenly on both sides.

This year's turnaround highlighted a two-day USS Constitution Bicentennial Salute. Sixty-six costumed young people representing 33 nations were special guests aboard the ship for her four-hour voyage. The representatives were chosen by their respective em-



bassy consuls from students attending school in the U. S., embassy families and interested young people abroad. Each symbolized the people from his or her native land who chose to make America their home over the years.

Two event-filled days of introduction to the United States and the Navy began the morning before the turnaround for the young representatives, with a welcome from the Governor of Massachusetts at the State House. The group was then taken on a chartered bus tour of Boston's famed Freedom Trail, a series of historic sites which figured prominently in the American Revolution. They saw the Paul Revere House, oldest still standing in the city and a relic of the early 17th century; then on to the Old North Church from which the two lanterns were hung that famous night of 18 Apr 1775.

More history was on tap that afternoon as the Navy's guests rode to Lexington and Concord, visiting sites and battlefields of the first few days of the war which had shaped this nation.

That night the youngsters were entertained by the Boston Pops. The Pops, in its 91st season, has delighted millions since it first brought its listeners light, sometimes chilling and always entertaining music of the masters—classical, semiclassical and popular. Over the years it has developed theme programs—those dedicated to various groups and organizations. One such theme, "Navy Night at the Pops," was launched in 1972. Each Navy program since has attracted a capacity crowd with the house sold out long before the concert.

Navy men and women weren't the only ones honored that night. Secretary of the Navy J. William Middendorf II, a composer and musician in his own right, presented Pops Conductor Arthur Fiedler with a first-run copy of his composition, "Old Ironsides March." Admiral Owen W. Siler, Commandant of the Coast Guard, also made Mr. Fiedler an honorary master chief petty officer.

Before the night ended, Arthur Fiedler turned the baton and the Pops over to Navy Band Conductor Commander Ned Muffley and the Navy's Sea Chanters for several nautical renditions.

Left: USS *Constitution* fires a 21-gun salute as the Royal Yacht Britannia arrives in Boston Harbor.





Left: Constitution guns are test-fired after their conversion.

The next morning the youngsters, along with their consuls, were bused to *Constitution* at the former Boston Naval Shipyard for their ride aboard the historic vessel.

As the two-day salute came to an end, one consul, bubbling enthusiasm said, "The Navy has accomplished more in the last two days than diplomats have done in the last 10 years."

4. Constitution's Future Firmly Planted

What might have been just another grove of trees now has special significance for the residents of Crane, Ind. Their white oak trees have been chosen to replank USS *Constitution* in the year 2013.

Every 40 years the oldest ship in the Navy—USS *Constitution*—is placed in drydock and her oaken hull timbers replaced. Although the wood used in *Constitution* in 1797 was live oak, red cedar and hard pine, all replacement wood is white oak.

This grove located at the Naval Weapons Support Center at Crane was recently dedicated as "Constitution Grove." Among those attending the dedication ceremony was *Constitution*'s current CO, Commander Tyrone G. Martin—dressed in his War of 1812 era naval uniform—and the Special Assistant to the Secretary of the Navy, H. Robert Ferneau, who delivered the dedicatory address.

Selection of Crane as the site to grow the white oak trees as a Bicentennial project was logical. The Weapons Support Center—winner of several Navy conservation awards—has often been referred to as a show-place of conservation.

Marking the site of "Constitution Grove" is an unusual structure designed by the Public Works Officer, Commander Norm Cervenka, and built of kiln-dried white oak. The marker is a scaled-down version of *Constitution*'s rib cage as it appears during replanking.

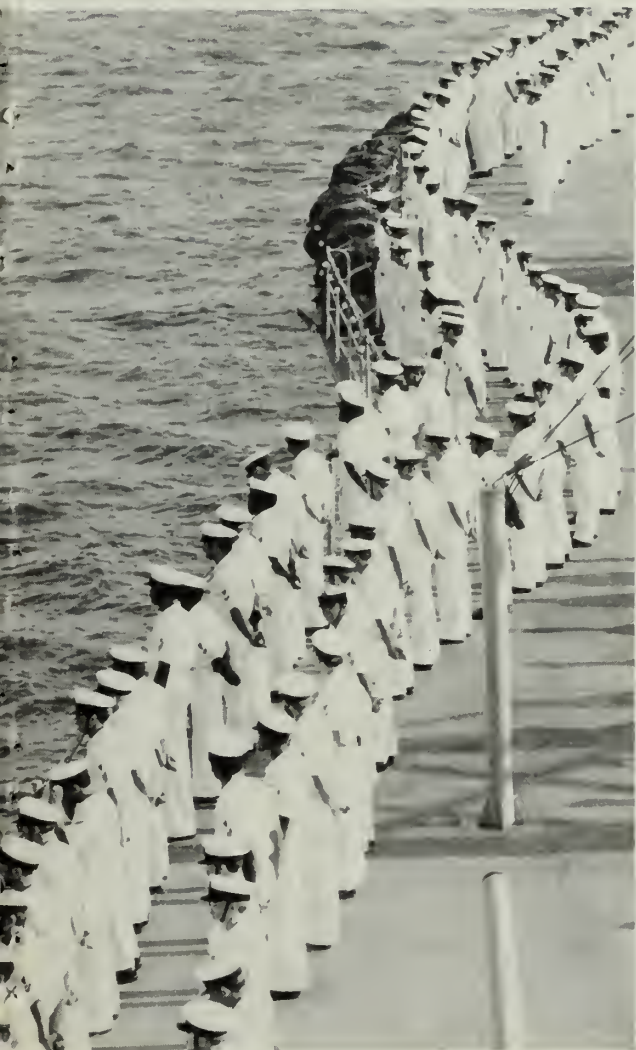


INR /OP SAIL '76 in NEW YORK

An Unforgettable Happening for Millions

Story by JO1 Jerry Atchison. Photos by PH1 Joe Leo, PH1 John Sagester, PH1 Bill Pointer, PH2 Terry Mitchell, PH3 James Holliger, PHAN Tom Ackerman and JO1 Atchison.





America's Bicentennial weekend was one of superlatives. Everyone was using words like the best, the biggest, the largest, the longest, and on and on. Some of the events on July 3 and 4 may have actually warranted such high praise. But there was little question about one event. An estimated 6 million persons watched from shore and countless millions more viewed it on national television.

It included the best, the biggest and the largest. It was clearly one of the highlights of America's Bicentennial celebration—the International Naval Review held in New York City in conjunction with Operation Sail.

Any show that takes more than a year in planning, attracts a large force of the world's working press, receives participation from more than 30 foreign nations and attracts a crowd counted in the millions, just has to be a big show. The International Naval Review was one.

It began in the predawn hours of Saturday, July 3. While New York City slept, more than 50 naval ships from around the world formed into a single, 20-mile-long column and began the journey toward New York harbor. On shore, early morning joggers in Battery Park at the tip of Manhattan saw the dawn of an unusually clear summer morning. Pigeons browsed undisturbed. Early risers walked their dogs; the city was quiet.

Around 0700, an uncommon weekend flurry of activity began. People suddenly appeared outside, flocking to the parks and walkways along the Hudson River and Upper Bay. Traffic increased along the roads and

Facing page: A sailor on the deck of the INR reviewing ship USS Wainwright (CG 28) watches USS Mt. Whitney (LCC 20) and other ships enter New York Harbor. **Above:** INR ships steam past the Statue of Liberty. **Left:** Sailors aboard Mt. Whitney man the rails.

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bridges. Countless pleasure boats quickly dotted the harbor. Subway platforms—traditionally deserted until the stores open at 1000—were packed with chattering, happy people carrying picnic baskets, binoculars and cameras.

The Approach

Then it all began with a bang—literally. The guided missile cruiser *Wainwright* (CG 28)—leading a long,

gray line that disappeared over the horizon—approached the Verrazano-Narrows bridge and let loose a 21-gun salute that boomed across the bay and up into the city.

The gun salute was returned by a firing battery at the Army's Fort Hamilton and was greeted by cheering crowds lining the river. Small craft in the harbor sounded their horns. The prelude to the International Naval Review was underway.

They steamed through the early morning light, up the Hudson and past Manhattan—an armada that included frigates from Japan, Norway and Spain, destroyers from Australia, Brazil and Italy and a cruiser from



Great Britain. The procession took more than four hours to pass any given point. Ships returned the greetings of the massed pleasure craft as they moved toward their anchorage. Ships from Argentina, Belgium, Canada, Chile, Colombia, all through the alphabet to Venezuela and West Germany, gave New Yorkers and visitors from around the world a glimpse of world seapower.

Spectators glanced at their programs in an effort to identify the ships as they moved up the Hudson river. On through the morning, the ships passed amid cries of "There's the Argentine ship," or "That's the French ship—see the large bulb on its bridge?"

Then, around 1300, the ship appeared that most had waited for—bringing up the rear of the procession came the 80,000-ton aircraft carrier *Forrestal* (CVA 59). Sailors and Marines manned the rails as the largest ship in the event passed under the Narrows bridge.

No one needed a program to spot *Forrestal*. A father and son, embroiled in a contest to identify the passing ships, simultaneously shouted out "*Forrestal*." A hot dog vendor who insisted it must be *Enterprise* was shouted down.

But the crowd—few of whom had ever seen a U. S. Navy aircraft carrier up close—agreed she was an impressive sight.

Although *Forrestal* marked the end of the procession of naval ships, people still remained at their vantage points. Many, like South Dakotans Bob Grier and his wife, set about arranging sleeping bags and picnic baskets on the grass at Battery Park. The young couple talked about why they made the journey across the United States to see the events as they sorted out their gear and prepared to settle in for the night.

"It may sound trite, but it really is a once-in-a-life-

time chance," Bob said. "You've got naval ships from all around the world, the last of the tall masted sailing ships (which entered the harbor the next day) and you've got festivals and parades on land—all happening at the same place at once.

"I just wish it were possible to see everything that's going to happen," his wife, Jenny, said.

As twilight settled in, New York City policemen casually strolled among the campers, oblivious to the city's ordinance against camping in the park.

One policeman marveled at the easy camaraderie of the campers. "It's a sight you don't see too often in Manhattan," he said. "But since I've got to work a 12-hour shift down here tonight, this should make things kind of fun."

Pleasure boats continued to nudge around the ships

Losing the Fourth?

Millions of Americans celebrated our Nation's Bicentennial on the 4th of July, but one ship with 390 men aboard didn't—they lost it.

Actually they didn't *lose* the fourth, they just sort of skipped it. Or, to be more precise, it skipped them.

Does everyone understand? It's all perfectly clear to the men of the guided missile cruiser USS *Gridley* (CG 21) who crossed the International Dateline (the 180th meridian) on the 4th of July. They were heading west at the time and since you lose a day when you cross the line going in that direction—they lost the 4th of July.

Never fear. American ingenuity being what it is, the men of *Gridley* held their own special bicentennial celebration on July 5. The "July 4th on July 5th" celebration may be a claim only the men of *Gridley* can make.

Now does everyone understand?



Facing page: A fireboat welcomes the INR fleet to New York Harbor on July 3. The twin towers of the World Trade Center can be seen in the background. Right: USS *Forrestal* (CV 59) was the last INR ship to enter New York Harbor.

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of the International Naval Review (sometimes moved back by Coast Guard patrol craft) and shouts of greeting were exchanged in many different languages.

A cab driver summed up the pervasive friendship that covered New York City that night: "I guess this does a pretty good job of destroying the idea that New Yorkers aren't very friendly."

Naval Review

But the events of the first day were only a prelude to the next. After all, the next day was the 4th of July, the International Naval Review and the tall ships of OpSail '76, all rolled into one. So, around the city, talk finally died, the last reveler made his way home and the campers at Battery Park settled in for the night. The many viewers of the day's events were expected to become millions on the next. Those desiring a choice seat would have to get there early.

Many of them did.

So many in fact, that by 0530 on the morning of America's 200th birthday, every free spot along the Manhattan side of the Hudson was jammed.

There have been many rush hours down the West Side highway. This day, with the road closed to traffic, there began another type of rush hour—people on foot. Waves of people disgorged from the subways, buses and taxis and began the trek to the waterfront. Official estimates placed the number at between six and eight million. The four-lane highway was curb-to-curb people

as far as the eye could see. They moved in orderly but excited groups towards the bay.

A small girl wearing a "God Bless America" pin on her starched pinafore sat crying by the curb—lost. A man, with wife and children in tow, stopped only long enough to swoop her into his arms and bear her down the street.

"You won't be able to see the ships and the fireworks through those tears now," he said.

As the child's head bobbed above the throng there appeared a tentative smile, then a laugh on her face as she was carried toward the lost children area in the park.

By 1100, the police were estimating 2.5 million people in the small Battery Park alone. Millions more lined the Hudson. The Coast Guard said 30,000 pleasure craft were packed into the harbor. "But who can accurately count that many boats?" one Coast Guard official asked.

Then it all began. Precisely at noon, as 16 of the world's last remaining "tall ships" entered the harbor and sailed up the river, New York reverberated to the simultaneous, radio-controlled firing of a 21-gun salute to the Nation's 200th birthday. Fifty ships let loose their guns as one. The stunned crowds waited a beat then let loose with a roar that only millions of enthusiastic people could produce.

The procession of tall ships and massed guns set the scene for the review of the entire assembled fleet by Vice President Nelson Rockefeller onboard *Wainwright*. Shortly after 1300, as *Wainwright* sailed past the assembled ships, guns once again boomed, this time a 19-gun salute as the fleet honored the Vice President as the reviewing officer. Ships' companies manned the rails—thousands of brilliant white uniforms standing out against the Manhattan skyline—and each ship displayed its national ensign and signal flags.

Individual honors were accorded the Vice President by foreign and U. S. ships. On a Japanese ship, the sailors manning the rails lifted their caps in unison and let go with an enthusiastic cheer that could be heard across the harbor.

Spectators perched in trees, pressed against skyscraper windows and stood on cars. People from New York City and around the world craned to get the best view of the largest massing of ships in recent times.

But the best seat for the massed display was onboard the 80,000-ton aircraft carrier *Forrestal* anchored inside the bay at the bridge over the Narrows. On *Forrestal*'s flight deck, more than 3000 guests, led by President Gerald Ford and jointly hosted by Secretary of the Navy J. William Middendorf II and Admiral James L. Holloway III, chief of naval operations, watched the review's progress.

At 1400, as *Wainwright* completed the review and slowed alongside *Forrestal*, the President rang the ship's bell and officially set off a nationwide, two-minute bell-ring. Cued by satellite signal, ships' bells around the world began tolling at the same time as



Facing page top: Men of *Wainwright* salute the Colombian tall ship *Gloria* as she passes by. Facing page bottom: Officers of *Forrestal* render honors during the 21-gun "Salute to the Nation." Left: Sailors of HMS *London* get their first view of Verrazano Bridge and New York Harbor.

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church, fire and school bells in the United States. The effect was immediate in Manhattan. The ringing of every bell—from deep-throated tolling to the high tinkling sound of small bells—once again brought cheers from the massive crowds ashore.

Liberty Call

The International Naval Review was completed. But the events of the weekend were far from over. As the ships moved toward piers for the first time since entering New York harbor, the city prepared for the onslaught of 25,000 sailors from 30 countries. Finally, up and down the river in many different languages, the word was passed—liberty call.

Many of the visitors ashore turned their attention to the events being staged in lower Manhattan as part of

“July Fourth in Old New York.” Those determined to remain in the area until the fireworks that evening found they could pick from outdoor and indoor concerts, ethnic pageants, cultural displays, religious observances and many historical reenactments.

Walking from block to block was like traveling between countries. In the Italian-American neighborhood, great vats of spaghetti steamed as street musicians played native songs. Tourists walked through the streets, closed to traffic, sipping cappuccino and visiting stands that offered Italian fare from antipasto to zucchini.

Those sated by the geographic sampling of food, drifted back to the park where symphony orchestras played, singers sang and people snoozed under trees.

Evening found the crowd's attention torn between Liberty Island, where the fireworks would soon explode around the Statue of Liberty, and the ships with their crews from many nations. A Spanish sailor gratefully accepted a glass of wine and a spot on a family's picnic





blanket as everyone awaited the first skyrocket to open the display.

One by one, the friendship lights of the International Naval Review ships lit as the sky darkened. With the

harbor ablaze with lights, the fireworks began.

But even as red, white and blue fireworks engulfed the Statue of Liberty, duty sections aboard the ships (now pierside) began preparations for the next two days of open house. Millions of people who had watched the International Naval Review from shore, were eager for a firsthand, closer look at American and foreign naval ships.

Overflowing Crowds

Planners for America's bicentennial weekend in New York City knew there would be an enthusiastic response. But the crowds frequently eclipsed the most optimistic predictions. On Monday, July 5, the South Street Seaport Museum where some of the ships were berthed, had to close its gates when the crowds wanting a glimpse at the ships grew too large.

According to police more than 60,000 people thronged through the gates at piers 90 and 92 in midtown Manhattan. The skipper of one of the foreign ships said, "There is a difference between enthusiastic and overwhelming. This," he said gesturing at the long lines of people waiting to board his ship, "is overwhelming."

The crowds, although large, continued to be order-

Facing page: Tourists get a close look at the tall ships that participated in OpSail '76. **Left:** People sought every possible vantage point during the International Naval Review. **Below:** Some of the more than 2 million people who watched the INR from Battery Park on the tip of Manhattan.



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ly—patiently waiting in line to visit the ships. Although natural curiosity was the main motivating factor, some had personal reasons. An Italian man was searching for his nephew who he thought was aboard *Amerigo Vespucci*. Another visitor said he hadn't been aboard a naval ship since World War II and was interested in seeing how they had changed. A group of girls thought "it would be a nice way to meet a couple of cute sailors."

The scene was repeated on the 6th. Only problem, was that many of the ships were quickly running out of welcome aboard brochures. But ship visiting was not the only thing going on that day. New York City was quickly proving itself a place where many things happened at the same time.

Tickertape Parade

Businessmen, shoppers and tourists began lining Broadway, between Battery Park and City Hall, as early as 1000. At noon, tickertape was showered on a parade of naval bands and sailors from around the world as they marched down Broadway to City Hall.

Mayor Abraham D. Beame, speaking to the more than 3000 sailors and midshipmen gathered there, said, "You, as guests of this City and of this nation, have

left an unforgettable memory for the millions of us who gathered on our urban shores and saw you sail proudly up the Hudson River.

In proclaiming the week of July 4-11 as "New York's official 'Operation Sail/International Naval Review Week,'" Mayor Beame said, "I hope you have enjoyed your stay in our City, your walks on our streets, your talks with our people and your visits to our famous cultural institutions . . . On my own behalf, and that of all our officials, as well as on behalf of eight million New Yorkers, I thank you all."

The International Naval Review combined with events of New York City to create a series of memorable happenings for those celebrating America's Bicentennial. It was a time of renewed pride in the nation.

And it was a time of superlatives.

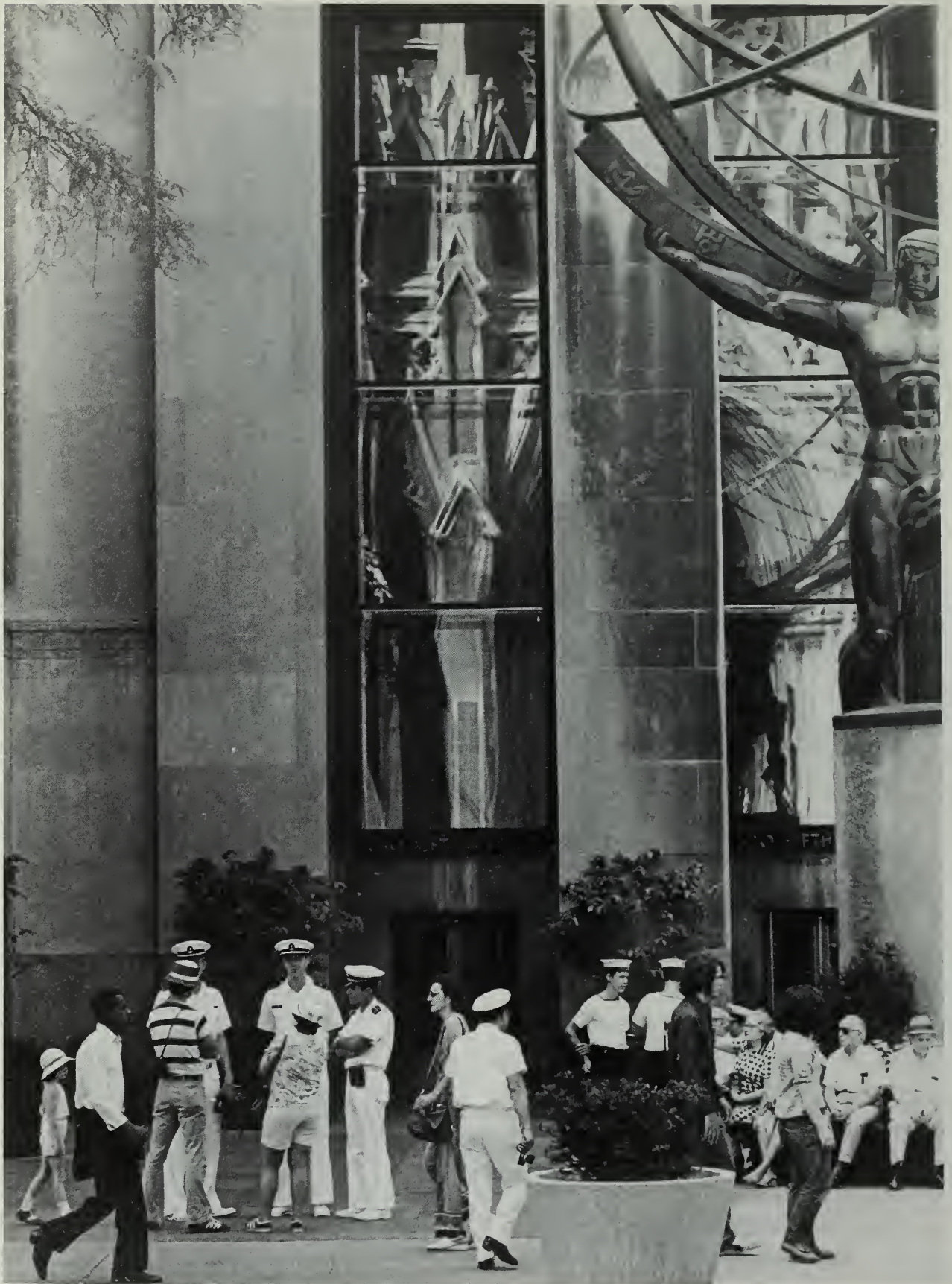
"It was the greatest thing I ever saw in my whole life," said four-year-old Amy Williams of Brooklyn, N. Y.

Below: Midshipmen march down Broadway during the tickertape parade in honor of the International Naval Review. Facing page clockwise from upper left: Foreign Navy men wore their finery for the parade down Broadway. Seafaring men, like this bearded Canadian tall ship skipper, got a close-up look at the people and the sights of New York City. Children seemed torn between the tickertape and the sailors in the parade.





AUGUST 1976



INR/OP SAIL '76 in NEW YORK

Sailors Take a Bite Out of the Big Apple



Remember that Gene Kelley-Frank Sinatra movie where two sailors are on liberty in New York and absolutely everything goes right for them?

Well, according to many of the sailors from around the world who came to New York City on July 2 for the International Naval Review, fiction has become fact.

A quartermaster 1st class from *Forrestal* couldn't figure it out. "I don't know if it's because of the Bicentennial or because of the International Naval Review or what," he said. "All I know is that I've never been treated so well on liberty before in the 13 years I've been in the Navy."

Indeed, it appeared that all New York was working very hard that week to dispel the myth of the "Big Apple" as a not-so-friendly city. In random interviews with both foreign and U. S. sailors and with city residents, ALL HANDS heard much the same tale in many different ways—New York's a great place for liberty.

There was an inkling of things to come even before the first liberty party went ashore. While the ships of the International Naval Review were still steaming toward New York City, information packets that included free subway passes and discounts to many of

Facing page: Wherever sailors went and no matter from which country they came, they always took time to answer the questions of curious tourists and New Yorkers. Left: Brazilian sailors chat with tourists near Rockefeller Center.

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the city's events were distributed to the ships' crews. Maps of the subway system and city streets were among the most valuable items in the packet, according to the sailors.

Many of the more than 25,000 officers and men on liberty in the area made their first stop at the USO. Mr. Robert L. Riddell, executive director of the USO near Times Square, stood in the middle of a room packed with uniforms from around the world. "I haven't seen anything like this since World War II," he said as sailors moved past him between the massive buffet and the ticket information counter.

Riddell ticked off the range of services provided the sailors that weekend through the USO and in cooperation with local merchants.

"In addition to all this free food provided by the



Jewish War Veterans, we received many free tickets to Broadway shows from the League of New York Theater Owners and Producers," he said. "Then we got tickets to Radio City Music Hall, dances, concerts and other events around the city. As always, sailors in uniform are admitted free to games at both the baseball stadiums in the city."

Riddell led the way back to the USO's storeroom and showed where more than one million pieces of literature were awaiting the inquisitive sailor. "Besides the packets we sent to each ship visiting New York City, we have event information that comes in on a day-to-day basis that we pass along."

By lunchtime of the first day of liberty, more than 3500 sailors had taken advantage of the freebies offered by the USO. Others had their own approach to enjoying liberty in the "Big Apple." On a bench at Times Square, two seamen from the guided missile cruiser *Dale* (CG 19) pored over the entertainment pages of a local paper.

The two native Iowans rather sheepishly admitted they had spent the morning doing what neither had done

Left: Dutch sailors get a walking sales talk along Times Square. Above: One of the members of the all-girl-crewed sailing ship *Sir Winston Churchill*. Right: An Italian midshipman ponders a purchase. Far Right: Officers look for a gap in traffic on Times Square.

before—riding the New York subways. The real fascination, they added, were the many people who chatted with them as they clutched the straps between Pelham Park and Lexington Avenue. “Now we’re just taking our time to see what to do in New York the rest of the day,” one said.

Sailors were in attendance at all the city’s major attractions. Firemen Apprentices Carl Steiner and Mike Hartzheim from the tank landing ship *Harlan County* (LST 1196) took a sightseeing break by feeding the seals in the Central Park Zoo.

“I guess we’ve been more of a curiosity to people than anything,” Mike said. “Everyone’s been friendly.”

- On New York’s fashionable Fifth Avenue, some Brazilian midshipmen window-shopped while across the street Italian sailors chatted with a group of girls.

- On a grassy knoll in Central Park, a U. S. sailor and his girlfriend enjoyed the sun.

- In front of the Empire State Building, Egyptian sailors leaned against street lamps and snapped photographs of the big building.

- In one department store, amid much fumbling with unfamiliar American money, two Dutch sailors finally figured out the price of their purchases.

- The line in front of Radio City Music Hall looked like a convention of international sailors.

But how did New York City residents feel about this friendly invasion? A taxi driver summed it up, “Hey,

these boys look sharp. I don’t care what country they come from. They’re obviously proud to serve in their navies and we’re proud to have them here. I know I’m going to make sure they get treated all right.”

Does this mean there were no rotten apples in the Big Apple? Not entirely. One sailor volunteered as how he had been taken for \$30 in a streetside, impromptu game of chance. “But,” he quickly added, I should have known what I was getting into in the first place.”

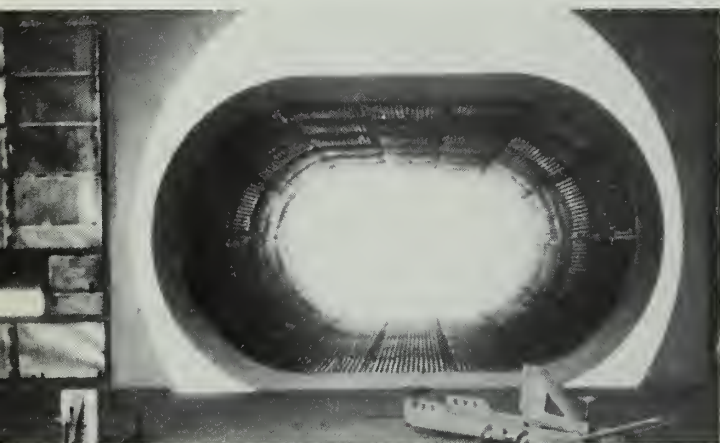
The only other complaint heard was one with which most New Yorkers are familiar. “There’s just too many things to see and do. I just hope I don’t miss anything.”

Many of the American and foreign sailors visiting New York for the first time found it to be a city that offered good liberty. “But wait a minute,” the doorman of a hotel said, “This was a great liberty town during World War II. Why shouldn’t it be great today?”

Indeed, it was, and it is.



Hush House...?



Above and right: The hush house now in use at NAS Miramar, and planned for NAS Patuxent River, can accommodate the latest Navy aircraft.

You can't walk in and order eggs and hashbrowns at a hush house.

It doesn't have the peaceful quiet of a library either, so studying is out. In fact, if you wanted to use a hush house you'd have to own a jet—an F-14 *Tomcat* preferably.

A hush house is important to you and your jet because it is a building where you can take your *Tomcat* for a variety of tests. Regardless of the noise created you don't have to worry about disturbing anyone outside a 250-foot radius.

The *Tomcat* normally generates about 120-130 decibels (db) (a front-row audience at a rock concert picks up about 110) within that 250-foot radius. But when



placed inside the hush house, your jet will generate only about .85—about the same as a radio playing at a moderate level.

The Navy now has one hush house at the Miramar Naval Air Station with another under construction. The second one is building at El Toro Marine Corps Air Station in California.

However, if your aircraft is new, you'll want to take it to the Patuxent Naval Air Station, Md., for initial testing. Pax River is the primary site for new planes, but they don't have a hush house there yet. One is planned for construction by late 1977 and involves a new approach to the idea of hush houses.

The house planned for the Aircraft Test and Evaluation Facility at Pax River will not only be noise-proof but also will enable project personnel to perform tests and evaluations never before possible in a controlled environment.

Aircraft testing at Pax River is currently done in the open, which not only creates noise in the immediate area but often falls victim to the uncertainties of the weather. Rain, strong winds from the wrong direction and a number of other weather changes can cancel a test

that took many dollars and hours to set up.

Under the present system, if you wanted to test your aircraft in rain, you would have to take your jet to Edwards Air Force Base in California for water ingestion tests. There, the aircraft flies behind an Air Force KC-130 while the tanker sprays water from its refueling hoses. The new hush house eliminates the need for this procedure.

When they want water, project personnel at Pax River will be able to get it. They'll be able to perform steam ingestion tests with little or no effort. The new house will allow them to control the force and direction of winds used in testing as well.

A unique feature of the hush house will be the capability to operate the engines while the aircraft is positioned on jacks with its weight off the wheels. This feature will enable various tests of all aircraft mechanical systems while using the propulsion system as the primary source of power.

All modern aircraft can be accommodated by a hush house with the possible exception of helicopters. So if you were thinking of testing your "helo" forget it. Get a *Tomcat*.

Hearing Loss

Noise is an unwanted by-product of our modern way of life. Sound, so vital to our existence, is growing to such disagreeable proportions within our environment that today it is a very real threat to our safety.

Consider the danger to men working on a flight deck or in an engine room who can't hear a spoken order or ship's alarm. Many times these individuals are unaware of their hearing loss. Undetected, it presents a clear danger to each of us. We depend on a wide variety of audible signals for our safety.

For humans, sound has two significant characteristics: pitch and loudness.

In terms of affecting people, pitch is generally an annoyance, like the sound of chalk scraped over a blackboard surface. Loudness, on the other hand, can affect our ability to hear.

What happens when loud sounds enter the inner ear? The ossicles (three tiny bones that change the loudness of sound before it enters the inner ear) transmit the vibrations to a fluid contained in a small, snail-shaped structure called the cochlea. Within the cochlea are microscopic hair cells that move back and forth in response to sound waves just as seaweed on the ocean floor undulates in response to wave action in the ocean.

It is the energy impulses created by the movement of these crucial hair cells that go to the brain where they are interpreted as sound. Just as the seaweed can be torn and ripped by violent wave action in the ocean, hair cells can be damaged by violent or loud sound waves.

When loud sound waves occur only briefly, the damage may be only temporary. But if loud noises are frequent or sustained, the damage may be permanent, and such noise-induced hearing loss can't be

restored either through surgical procedures or hearing aids.

To prevent these noises from damaging your ear, the Navy issues two general types of personal ear protective devices to sailors who work in loud noise areas such as engine rooms, sonar centers and who are involved in firing weapons: insert types (plugs inserted into the opening of the ear canal) and circumaural types (devices which cover the entire ear. This type is also incorporated into certain types of helmets.)

Scientists now agree that the noise level for potential hearing loss begins at about 70 decibels (db—a numerical expression of the relative loudness of sound). Some of them are deeply concerned because our normal daily life regularly exposes us to noise levels of about 70db even inside the comfort of our "quiet" homes.

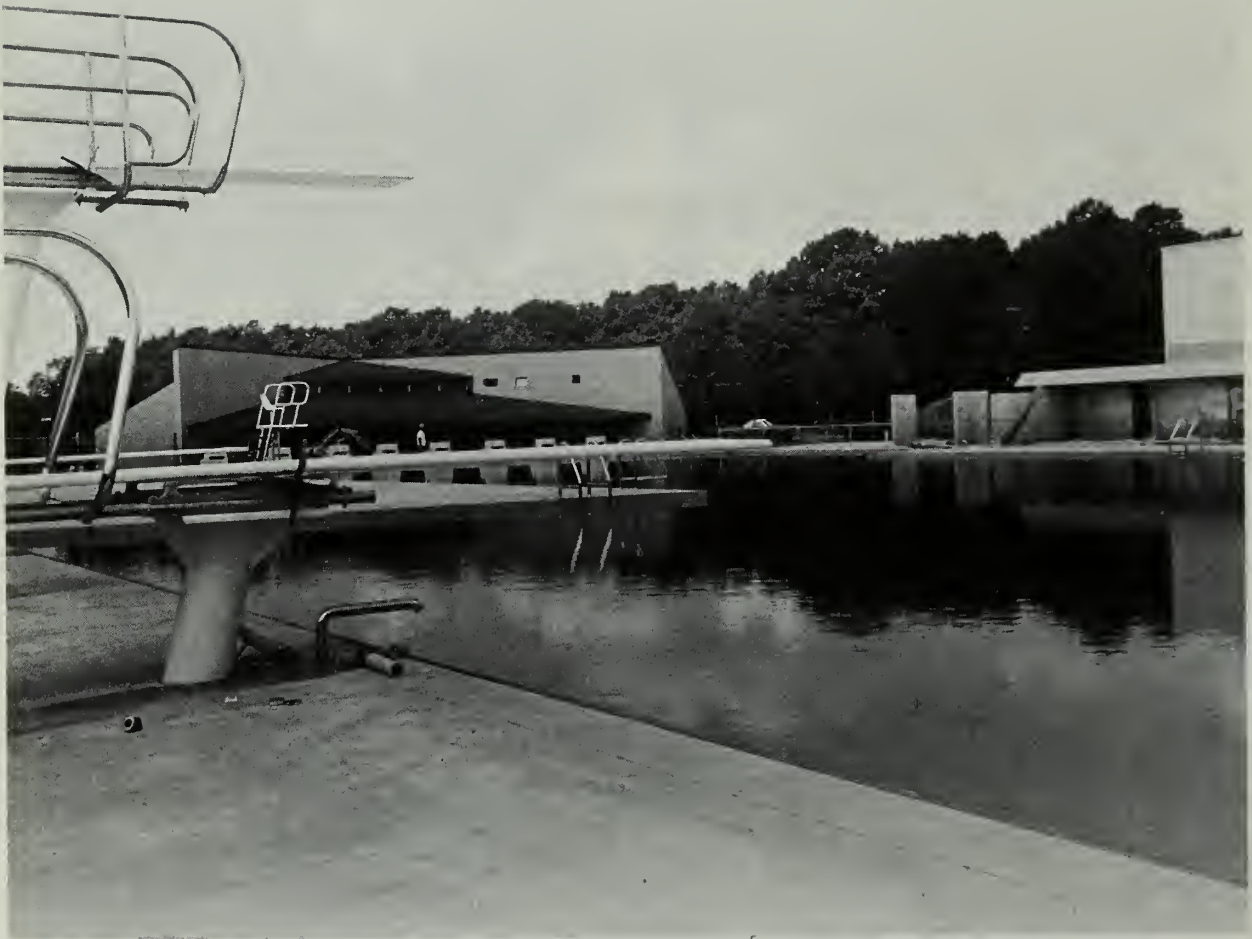
For example, the kitchen with its combination of garbage disposals, mixers, blenders, dishwashers and walls that echo the sound can drive the noise level up to the 80-90db range, equivalent to the noise level outside a major airport. In the living room, the vacuum may put out 80db; the T.V. set, 70-80db; and, if there is a stereo in the house, the levels can run upwards of 100db. Outside in traffic, 70db is typical; cars and trucks roar along at 90-100db with some motorcycles topping the noise parade at more than 100db.

Although definitive research has yet to be done, some recent studies suggest that existing noise levels may be a leading cause in the rising rates of heart disease, ulcers and mental illness in addition to the more common hearing loss problems.

The danger from noise is very real.

BuPers Recreation Statement

As long as you're saving
money why not
have fun ?



New swimming pool at NAS, Patuxent River, Md.

The question is basic: How much out-of-pocket money does a sailor save by using the command's Special Services facilities instead of the civilian community's recreation activities?

BuPers knows the answer to this and other questions following a Navy Special Services survey that included more than 11,000 people at 16 commands.

"Besides the money question, we wanted to find out which activities are the most popular and how often Navy men and women use the recreation facilities of their Special Services department," said Mr. Ben Lewis, acting director of the BuPers Special Services branch.

They wanted answers to these questions because in this time of increasing costs, it is important that the limited amount of Navy recreation dollars be spent effectively. This means giving Navy men and women the services they want. "... at a price both they and the Navy can afford," Lewis said.

Traditionally, the CO at each Navy installation is in charge of identifying the recreation needs of his people. Now, there is a wealth of information upon which he can draw to determine the pattern of likes and dislikes, Navywide, of the recreation users.

Here's what they found out. Bowling and movies are the most popular of 14 special categories surveyed. (For a complete list of the activities surveyed and their relative popularity, see the accompanying list.) Over 60 per cent of all active duty Navy people use both those facilities at least once a month. At the bottom of the list is golf. But even for golf, about one-fourth the people surveyed—both officer and enlisted—said they used those facilities.

Bowling and movies were the most popular in terms of usage, but they don't save the individual the most money. That honor goes to the auto hobby shop. Even though auto hobby shops are only average in popularity where they are available, they give the greatest dollar savings. The respondents to the survey estimated they saved an average \$67.50 per year. If this figure were extended to the entire Navy population, you would see \$80 million a year saved because of the availability of only this one type of recreation facility.

"Overall, the survey showed that for each dollar spent by the Navy for recreation, there was a benefit of about \$4.58 to the individual," Lewis said. The BuPers Special Services Division had always believed that the value of recreation exceeded its cost and had argued to maintain and increase the size of the program.

"Until this survey, no one had ever been able to prove that belief or show how much, the benefit was," he said. On a per person basis, the total recreation program costs about \$110 per year to run, *but gives an average savings of \$363*. Since this is an actual out-of-pocket benefit to naval officers and sailors, recreation is a benefit that gives a large and measurable morale value. Recreational facilities and equipment are paid for both by funds appropriated by the Congress and by nonappropriated funds produced by profits from sales by Navy exchanges, ships' stores, etc., as well as fees and charges applied to utilization of recreational facilities and equipment. (→)



Auto hobby shops are the big money-savers.



Special Services facilities are for the whole family.

The study showed that satisfaction which Special Services activities provide does not necessarily equate to expensive operation, or even popularity in terms of usage. As was previously noted, people don't save a lot of money at the base bowling alley, but it is a popular activity. People *do* save a lot of money at the auto hobby shop, but the auto hobby shop enjoys only average popularity. Because of this, the local Special Services director may find that he can do better in increasing the recreation satisfaction of his customers if he uses his money for several of the lower ranking categories, instead of one or two of the highest ones—or vice versa.

The BuPers survey has added facts and figures to an idea Navy men and women have always had—that Navy recreation is a tremendous bargain. Navy policy-makers are intent upon seeing that it continues to be a tremendous bargain. That's not an easy task when you consider rising prices and the projected cut in some sources of Special Services' funds. To maintain the recreation program in the future, it will be necessary to do some economic trimming. The choice is between closing some parts of the program at some bases, or increasing the fees for some activities.

The choice is obvious. Since the fees charged by some activities are far below those of the civilian competition, a price increase makes sense. But it makes sense only in light of the Navy's commitment to keep Navy recreation a bargain.

The BuPers survey will help keep that commitment because it pointed out that the needs and interests of Navy people are so diversified, every effort should be

Military dependents get out on the golf course ...





If you don't own equipment, you can check it out.

... or head for the water.



made to keep existing categories operating and even expand them, even if that calls for an increase in fees to do so.

Mark Twain once described work as "something we are obliged to do," and play as "something we are *not* obliged to do." Navy men and women "are not obliged" to use their command's recreation facilities. But the BuPers survey has shown they use and enjoy them in ever-increasing numbers. Anyone for a movie?

Popular Activities

Question: What are the most popular Special Services activities?

Answer: Here they are, in order of usage, according to BuPers recreation survey.

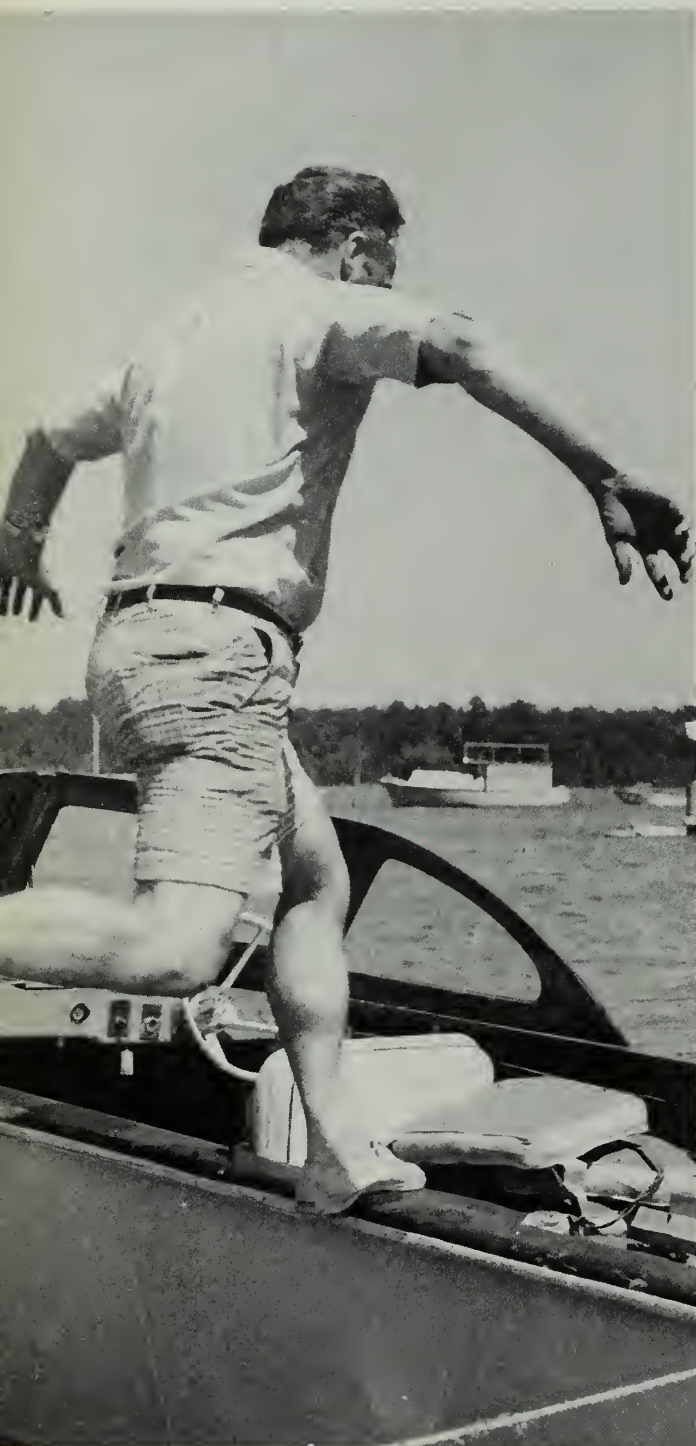
<u>Rank</u>	<u>Category</u>
1	Bowling
2	Movies
3	Other Recreation Services
4	Outdoor Recreation
5	Informal Sports
6	Recreation Equipment Checkout
7	Auto Hobby Shop
8	Entertainment
9	Swimming Pools
10	Organized Sports
11	Dependent Services
12	Crafts Hobby Shop
13	Boating/Sailing
14	Golf Facilities

Chess Championship

Navy, Marine Corps and Coast Guard chess buffs will have a chance to compete against the top Army and Air Force chess players during the 1976 Armed Forces Bicentennial Chess Championships. The United States Chess Federation, in cooperation with the American Legion and the Department of Defense, will sponsor the 16th annual event in Washington, D.C., September 10-17.

During the 12-round championship, every member of the Sea Services team will play every other member of the Air Force and Army team. The highest scoring team will be awarded the Thomas Emery Memorial Trophy and the highest scoring player will receive an "Outstanding Player Award."

Boating



Safely Skim or.... Sink and Swim

By JO2 Dan Wheeler

Comic strips are filled with funny boating accidents—the weekend sailor getting underway with the hook still in the drink, or Brutus' boat sinking lazily into the brine while an elated Popeye chortles ashore. In real life, though, boating mishaps are not a laughing matter. Last year, 1466 Americans died because some people thought boat safety was a joke—or they just didn't think.

This year more than 50 million Americans will become weekend sailors; 18 million will be small craft operators. Of those at the helm, more than 10 million have not taken a single boat safety course and have little, if any, boating experience. Their inexperience and certain seasoned operators' foolhardiness will kill or injure hundreds of pleasure boaters again this year.

Jumping a wide breach between the dock and boat is one of the many causes of accidents and injuries to boatmen trying to get underway. Approach boating enthusiastically, but slow down and use common sense. (Official USCG photo.)



A USCG Boating Safety Detachment Team checks out a pleasure craft for violations of Federal boat safety regulations. (Official USCG photo.)

"Accidents don't happen by accident," says the National Safety Council. It and many boating organizations as well as civic groups are doing their best to curb fatalities by offering free boat safety courses to the public. The largest of these, the U. S. Coast Guard Auxiliary, offers several boating courses on fundamental and advanced skills in both power boating and sailing.

The Auxiliary also offers boaters a Courtesy Motorboat Examination (CME) which is a free check of safety equipment on board. Boats passing this exam receive the CME decal indicating that, at the time of examination, the boat not only met federal regulations and safety-related equipment requirements of the state in which the examination was conducted, but also satisfied Auxiliary requirements that may go considerably further in some cases. (For information about CMEs or boating safety courses, contact your local Auxiliary flotilla or the nearest Coast Guard unit.)

The United States Power Squadrons also sponsor safety and operator lessons for pleasure boaters. Classes begin nationwide in January and September. Information concerning Power Squadron classes in your area can be obtained by calling toll free 800-243-6000 (in Connecticut call 1-800-882-6500). Additionally, the American Red Cross, Boy Scouts of America, and state boating authorities offer instruction.

With all these free lessons available, there's no excuse for boarding any boat without benefit of small craft

education. Even if you're an "old salt" who knows "everything" about boating, you have a chance to brush up—and learn.

Rules of the Road

Among the first things you'll be taught are the "rules of the road." Daytime pleasure boaters are directly affected by only a few nautical traffic regulations, most important of which is the "burden and privilege" concept. Disregard it and you may find yourself swimming instead of skimming.

First the definitions, then the applications:

A *privileged* vessel has the right-of-way and *must* maintain her course and speed. When your vessel is privileged, don't jostle the jib by suddenly becoming a polite, defensive driver. It's not the time to slow down, stop, yield or change course.

The *burdened* vessel has no privileges and is obligated to stay clear of privileged vessels by slowing, stopping or going astern. She is obligated to operate defensively and is directly responsible for damages if she fails to do so.

The privilege/burden concept is based on common sense, so it doesn't excuse you from exercising prudent

judgment. If a collision is imminent, do anything to avoid it whether your vessel is privileged or burdened. The basic concept is to prevent accidents, not cause them.

There are four types of vessels automatically privileged because they are less maneuverable than engine-powered small craft. They are:

- All sailboats operating solely under sail propulsion. A sailboat remains privileged until it attempts to overtake a motorboat, then it becomes the burdened vessel and must steer clear while the motorboat maintains course and speed.

An important point to remember here is every boat becomes burdened when it attempts to overtake another. When sailboats come within close proximity of each other, a different set of rules governs their actions. These are enumerated in any boating course and should be memorized before you take to the water under sail.

- All unpowered craft such as rowboats, kayaks and canoes are privileged. When boating near these, especially while operating much larger boats, use caution—

right-of-way when leaving the slip. A boat getting underway from mooring must always wait until the immediate way is clear.

In all other instances, determining burden and privilege is usually a matter of position. Think of the ship's bow as being in the 12 o'clock position. Every boat approaching from 12 to 4 o'clock is privileged. All vessels situated clockwise from 4 to 12 o'clock are burdened.

These rules enable a boater to predict accurately how his fellow skippers will maneuver and are designed for your protection. Learn and abide by them.

Loading the Boat

Your brother-in-law, his six kids, your uncle, aunt and best buddies want to pile into your new 16-footer . . . together. What do you do? Two choices—insure your boat rather heavily, or learn the proper way to load. Do only the first and the Coast Guard will teach you the second—if you're afloat when they find you.



you are responsible for your wake and it could capsize the smaller craft.

- Commercial fishermen with their nets out always have the right-of-way. Steer clear. An oversight here means propeller-entanglement in a fishing net. Not only will you purchase a useless tangle of small stuff from an irate fisherman, but you'll probably be buying yourself a new engine.

- The last category of privileged vessels are commercial ships such as tankers and freighters. Don't argue about the right-of-way with one of these—they take four to six miles to come to a complete stop and a mile to make a 90-degree course change. Graciously accept the burdened role and get out of the way.

Additionally, a motorboat is always burdened, regardless of size or propulsion, when approaching another boat head-on. In this case, however, both steer to pass portside to portside. Starboard to starboard is permitted when both skippers understand (by whistle signal) and there is no danger of collision.

If you don't want to be sunk at the pier—nothing like it to ruin a day of boating—you'd better yield the

Never ride the bow of a pleasure boat—or any other place not designed for seating—especially while drinking alcoholic beverages. A spill here could result in serious injury or even death. (Official USCG photo.)

The number of people you can stuff in a boat is not an accurate indication of its seating capacity, so most manufacturers specify on an attached plate the maximum safe load. The plate also indicates the number of people, weight of each, weight of engine, gear and fuel allowed. These are recommended loads in fair weather and don't relieve the skipper of responsibility for exercising prudent judgment as weather conditions may dictate.

Some vessels don't have a capacity plate. If yours doesn't, use this rule of thumb to determine how many persons you can safely carry: multiply the overall length by maximum width and divide by 15. The result, or the next smallest number if a fraction, is the maximum number of passengers, weather permitting.

Other important rules to remember are: distribute the load evenly and keep it low; don't permit standing in a small boat; and, of course, never overload.

Pre-Underway Checklist

A short pencil is always better than the longest memory, so write out your pre-underway checklist. Then use it. It's an onerous task but it sure beats rowing back to the marina for the spare fuel you left on the pier.

Topping the list will be life preservers. Every passenger must have one which is Coast Guard approved and should wear it whenever the water is rough. Of course, nonswimmers and children should wear life-jackets at all times.

The number and type of flotation devices required vary according to boat size. Legal requirements specify only the minimum acceptable. Be safe regardless of your boat's size. Have lifejackets on board capable of holding an unconscious person's head above water. Also carry flotation cushions that can be tossed to a person accidentally in the drink.

Ensure that at least one Coast Guard-approved fire extinguisher is on board—size of vessel dictates the number required. Before departing, show each passenger how to operate extinguishers and where they are stowed.

For obvious reasons, check the weather forecast. A day that promises early afternoon thunderstorms and

50-knot winds is a poor day to go pleasure boating.

Flares and bailing devices are also important especially if you're caught at dark in a sinking boat with a tired engine. Prepare for emergencies on the water before they happen—you can't walk to shore.

Don't start the engine if fuel vapors are present. Gasoline fumes are highly volatile and should be treated with the same respect you'd give a stick of dynamite. If vapors persist after you clean any spilled fuel, check fuel lines, tanks and engine for leaks. Needless to say, don't smoke while refueling. A couple of quick drags is a paltry price to get for your life.

Check the fuel supply. Unless refueling stops are planned, you'll need enough for the round trip.

Stow all gear and line properly before leaving the ship or launching from a trailer, and keep the boat free of debris. Many boating mishaps are caused by people tripping on improperly stowed gear. Also along the same line, all passengers should wear deck shoes—soft rubber soles with nonskid bottoms—to reduce the chance of falls.

Finally, leave a float plan with a responsible friend or marina employee before embarking. Few things are as frightening as being lost or disabled at sea knowing that no one is searching for you. The float plan prevents this from happening by listing identification data that can be used to locate you if you are overdue. It should include a description of your boat, number of passengers, destination and proposed route, and expected time of return. If you fail to show, the Coast Guard will be alerted, so be sure to notify the holder of your float plan when you do, in fact, return.

It is strongly recommended that you contact your nearest Coast Guard unit or Coast Guard Auxiliary and get a copy of CG-290 "Federal Requirements for Recreational Boats." This free booklet will explain in detail all safety precautions mentioned above. (→)



Above: This man is getting ready for a blast—cigarettes and fuel don't mix. (Official USCG photo.) Right: One of the most common causes of pleasure boating casualties is overloading, as depicted here. To compound the boating safety violation, none of the passengers is wearing a personal flotation device. (Official USCG photo.)



Emergencies at Sea

Navy ships regularly hold damage control, man overboard and abandon ship drills—you should do likewise or at least have an emergency plan. It's the skipper's duty to make sure every guest knows his job if a disaster strikes, so each should be thoroughly briefed before leaving the pier.

The most dreaded of all emergencies at sea is fire. If a fire starts, no matter how large or where, the first

work since the space is enclosed. Always try to cut off the fuel supply first and then don't spare the extinguisher—gasoline burns at three times the temperature it takes to melt lead, so you'll only get one chance. If the fire cannot be extinguished quickly, abandon ship and swim away from the boat. An explosion is likely.

For other fires, try jettisoning burning material. If this can't be done, use extinguishers or water. Water can be used on even low-voltage, direct-current small boat systems whether power has been disconnected or not. Don't, however, throw water on a high-voltage system without first disconnecting power, except as a last resort.

If possible, signal for help with a flare or by radio. Coast Guard patrol boats are constantly on the lookout in major boating areas for vessels in distress. When signalling by radio, speak clearly and calmly while giving your position, description of craft, number of passengers, type of emergency, assistance required, and extent of injuries, if any.

A man overboard is not as dramatic as a fire at sea, but just as deadly and shouldn't be taken lightly. People frequently fall overboard when seas are calm. It happens when fishing, changing seats, or just horsing around. They also fall during bad weather when waves are high and troughs are deep. Under the best of conditions a man overboard is hard to see, but during inclement weather fast action is essential.

First, swing the stern away from the victim to reduce

Below: USCG patrol boats are always on the lookout for boaters in trouble. Here, a stranded boater hails a patrol craft. (Official USCG photo.)



Above: This accident could have been prevented by use of a boat safety check list. These brave fellows got underway with the boat plug out. When those on board noticed the vessel taking on water, all moved aft causing the boat to sink. (Official USCG photo.)

consideration is always people. Immediately turn the boat so that flames blow away from passengers. Get everyone windward of the flames with lifejackets on.

In case of outboard engine fire, first cut off the fuel supply. (This is done automatically in most modern outboard engines.) Fire extinguishers will probably be ineffective since chemicals and foam will blow away or at best form a weak seal. Instead, smother the flames with a wet blanket or clothing, then keep the engine covered to prevent reignition. If this doesn't work, abandon the vessel.

On inboard engine fires, extinguishers will probably



the chance of propeller wounds. Next, throw a flotation device close to the man in the water. Don't try to win a teddy bear by clonking him in the head—he could get knocked out and drown. Approach from downwind and then move alongside for pickup. Stop the engine in gear to prevent propeller motion and possible injury. Recommended procedure for coming aboard a small boat from the drink is by way of the stern or bow to prevent capsizing. The engine should be stopped, of course.

Except in case of fire, you'll probably never be forced to abandon a small craft. Most have built-in flotation which prevents sinking even when filled to the gunwales. If your vessel remains afloat, stay with it. If capsized, sit on the hull or cling to the sides.

Keep in mind that distance over the water is deceptive and usually much greater than your estimate. Resist the impulse to swim to shore unless the distance is obviously short. If you filed a float plan, help will be coming.

Each of these mishaps is usually avoidable by using common sense. Don't allow passengers to ride on parts of the boat not designed for sitting—bow, gunwale and seat backs are especially dangerous. Post an alert lookout to spot hazards in the water. Ensure that firefighting equipment is in good working order. Make sure you carry an anchor and sufficient line to assure a good hold in a blow. Don't leave anything to chance.

Take the time to learn about one of America's fastest growing family pastimes by enrolling in one of the boat safety courses available at many Navy bases. Don't trust your life to luck when it comes to boating—trust your seamanship!

Know Your Responsibilities

Every Navy man and woman knows a ship's captain is responsible for the safety and welfare of both his crew and his vessel. In the event of a mishap, the skipper is held accountable for all damages and can be prosecuted if negligence on his part caused the accident.

What many Navy men and women do not know, however, is the "captain" of *any* vessel, whether a 12-foot motorboat or a 40-foot cabin cruiser, is legally accountable for its proper operation and for the safety of the crew. All boating safety responsibility begins and ends with the skipper. Unfortunately, records indicate that captains of small craft are directly at fault in most accidents involving small boats.

To avoid becoming an accident statistic or the defendant in a costly law suit, you should know exactly what responsibilities are assumed when you venture out into the deep as the captain of your own vessel. In addition to possessing a thorough knowledge of the "rules of the road" and traditional courtesies, the skipper is responsible for:

- Ensuring that small craft are not loaded beyond their labeled capacities or powered beyond safe limits. Either infraction is dangerous and together account for the majority of fatalities.

- Knowing probable weather conditions and possessing adequate knowledge of boathandling to navigate his vessel safely in the anticipated weather.

- Training his crew to perform required tasks, and for training at least one other person to operate the vessel in case he is injured or incapacitated.

- Knowing each of his guest's abilities, his health, and informing each concerning shipboard rules and operation of equipment.

- Being aware of the provisions of the Federal Boating Act of 1971 which require him to assist other boaters in trouble if he can without endangering his own craft, and to stand by until help arrives. Under this law, the skipper, in most circumstances, is free of legal action when acting as a "good Samaritan" unless negligently responsible for injury or death.

- Ensuring that all legally required safety equipment is aboard. He is not absolved of this responsibility even if the vessel is a rented boat.

- Knowing the positions of all boats within the immediate area, and keeping a constant watch on their maneuverings to avoid collision.

In turn, the crew also has responsibilities. They must learn the duties assigned them, promptly carry out orders, follow routine rules in force while aboard, and abstain from giving unasked advice concerning the operation of the boat.

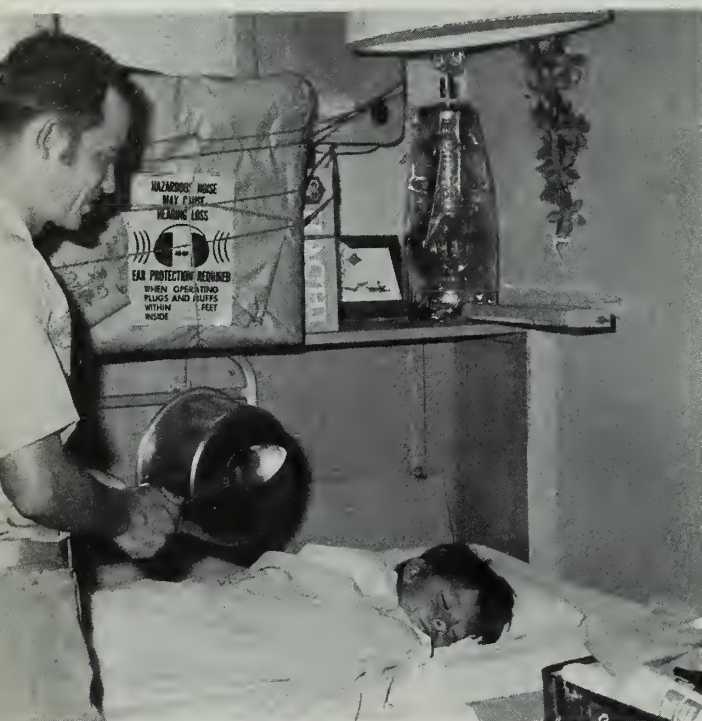
Whether you're the captain or part of the crew, following these guidelines will ensure that your voyage is not only pleasant but also safe.



WHAT A WAY TO GO:

Operation Tiger

Photos by PH3 Debbie Pratt and PHAN Rick Stora.



"What's your dad do in the Navy?"

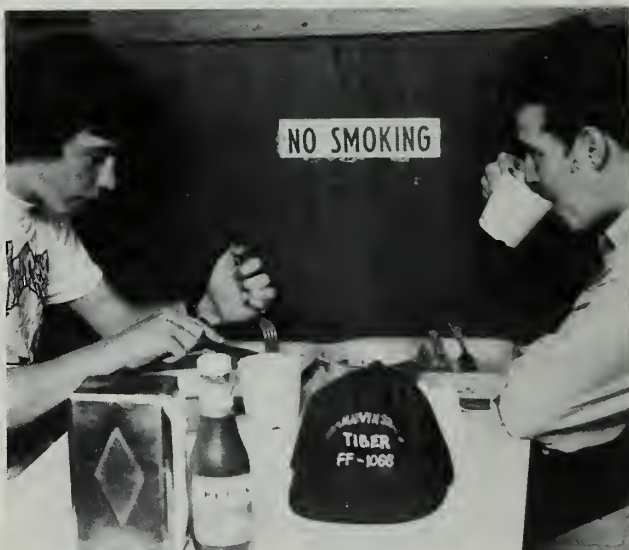
"Well, he drives the ship and shoots the guns and, uh—well, I don't know. A lot of things."

If he were a Tiger he could tell his friend *exactly* what his dad does in the Navy.

Operation Tiger is a show and tell and do cruise for male relatives of crewmen serving in Pacific Fleet ships which are returning to the U. S. from a WestPac deployment. But it's more than just another day-long dependents' cruise. These dependents, called "Tigers," meet their sponsors' ships in Pearl Harbor, and go aboard for the last leg of the journey home to the West Coast.

Although the typical Tiger is between eight and 18 years old, there is no upper age limit. According to Commander J. R. Kight, commanding officer of USS *Shasta* (AE 33) "Our youngest Tiger was eight-year-old Scott Moore, son of Chief Machinist's Mate Herbert Moore. The oldest was 67-year-old Arthur Harris, father-in-law of Chief Electrician's Mate Kenneth Bod-

Left: The exec of USS *Marvin Shields* (FF 1066), LCDR John Zohlen holds reveille on his son, Peter. Bottom left: BM3 Dave Pelowski presents a USS *Shasta* (AE 33) ball cap to his brother, Dennis. Below: Ken Kline breakfasts with his brother, EW3 John Kline.





Top: Tiger John Kight, brother of the Shasta's CO, discusses gunnery with GM1 George Brown. Above: Carrier Air Wing 15 aircraft from USS Coral Sea (CV 43) fly by in formation. Top right: Shasta Tigers arrange tour at Waikiki. Right: USS Enterprise (CVN 65) sailor explains teletype machines to two Tigers.



kins. By the time we reached our home port, both were ready to enlist."

Generating such enthusiasm is the whole idea of Operation Tiger. It shows Tigers what their Navy sponsors do by giving them a taste of life at sea in a Navy ship.

On their first day underway, Tigers usually tag along behind their sponsors as they go about their daily shipboard duties. But from the second day on, Tigers discover there are many other things to do. They have a variety of activities especially planned for them such as tours of the ship, cookouts on the fantail, small arms firing, skeet-shooting and just relaxing in the crew's lounge.

They also stand watches alongside their sponsors and take a turn at the helm. If drills are conducted, Tigers go along with their sponsors to general quarters, don life jackets, helmets and gas masks, or unreel fire hoses.

"Ashore again," said CDR Kight, "Tigers can hardly wait to begin relating their new experiences to their relatives and friends. They consider themselves full-fledged sailors and they want the world to know it. The firsthand account most of them give of the cruise is the best type of recruiting the Navy could get."

If you ask a Tiger, "What does your dad do in the Navy?" stand by for a long, enthusiastic sea story.

Left: BM3 Frahm tells sea stories to Tiger Pelowski. Below: Tiger Billy Smith receives a lesson on the M-60 machine gun from GM1 George Brown.





Above: LCDR Chuck Raysbrook, OIC of HSL 35's detachment aboard Shields, shows his son, Peter, a LAMPS helo. Below: Shasta Tigers visit the Pearl Harbor submarine base. Right: Matthew Vale takes helm while brother, PC3 Cameron Vale, and QM3 Harry Newton observe.





Getting a Glimpse of Navy Life

From Reveille to Taps

Story and Photos by JOC Joe Sarver

In the mist of morning grogginess it took them a few minutes to recognize their surroundings. As they sat up and rubbed the sleep from their eyes, they realized it wasn't their room. It was 6 o'clock in the morning! And, what on earth is Reveille?

Then it hit. This wasn't Philadelphia. This was Norfolk, and this was the Navy.

The 46 young men from Murrell Dobbins Vocational-Technical High School in Philadelphia quickly rolled from their bunks, dressed, and made their way to the dining hall for breakfast.

No, they weren't in uniform—but some were thinking about it. And it wasn't hard to feel like sailors when everything around them was Navy—from the coffee to the chief petty officer seated at the next table.

They were on a tour of the many Navy facilities in Norfolk—a tour which would give them more than just a glimpse of Navy life.

The tour was the idea of one of their teachers, Bernard Gurley, an instructor in refrigeration and air-conditioning. An in-depth visit with some of the Navy's technical and repair facilities, reasoned Gurley, would really give the students a firsthand look at the various occupational fields for which they were training.

The Navy Recruiters at the Philadelphia Recruiting District thought so too.

"In all honesty," says Gurley, "I thought I'd be brushed off. But when I approached the recruiters with

Left: Murrell Dobbins students learn about Navy helicopters during a visit with Helicopter Mine Countermeasures Squadron 12. Right: Students board submarine tender USS L. Y. Spear (AS 36) to tour the machine and repair shops.



the idea they picked up the ball and ran with it.”

Running with the ball for the Navy and for the school was Chief Machinist's Mate Clarence Brooks, also a Philadelphian, and a Navy recruiter there.

“We thought the indoctrination tour was a fine idea,” said Brooks. “We were able to swing the funds for transportation and the naval station housed us but, of course, the students paid for their meals and their entertainment.”

Soon plans were made and parental permission slips were signed and submitted. Before they knew it, the students were arriving by bus at the sprawling Norfolk naval base.

“It was too late in the afternoon to do any touring that day,” said Chief Brooks. “But there was little time for the group to become bored. The students took advantage of the enlisted dining hall, the base movie theater, the gym and many of the recreational facilities. Several of the guys play varsity basketball for Dobbins, so they headed for the gym for a pick-up game with some Navy shooters.

Bright and early the next morning the high schoolers received their first taste of Navy life. Even seasoned salts of the sea service quickly learn to dislike—reveille!

By the time they finished breakfast the students had dispatched the cobwebs, along with their hunger, and were ready to begin the day's activities.

First stop was the submarine tender USS *L. Y. Spear* (AS 36). *Spear* is a supply and repair ship for Atlantic Fleet submarines operating out of Norfolk, whose “main armament” includes machinery and electrical and instrument repair facilities.



Above: Murrell Dobbins alumnus CDR Tony DeMarco talks with students Alphonzo Lee, left, and Leroy Williams. Below, students check out a machine shop aboard *Spear*. Right: Navy Recruiter, Aviation Machinist's Mate 2nd Class Al Smith explains the mission of the submarine tender.





It was exactly what the students wanted to see. Since the school trains young men and women in industrial fields, the order of the day was "shop talk."

For Commander Tony DeMarco, himself a graduate of Murrell Dobbins, who is stationed in Norfolk, "this was not a standard shipboard tour. When I heard what group was visiting, I had to come down and meet them myself."

CDR DeMarco compared this tour with others. "Usually," he said, "students are interested in such things as the ship's guns, how fast a ship can travel, and 'Where do you drive the ship from?'"

"Certainly, these students were interested in those things, too, but they were more interested in answers to questions like, 'Do you have a foundry on the ship?' 'How many machine shops are there?' and 'Do you have any instrument repair shops?'"

"I was besieged with questions," he said. "They wanted to know why I chose the Navy, how many years it took me to become a commander, what I did in the Navy, what my ribbons meant, and even, 'Are you the captain of this ship?'"

Upon leaving the tender, the students boarded buses once again, bound for the Naval Amphibious Base at Little Creek.

Visits the following day included Norfolk's Antisubmarine Warfare Training Center, an aircraft maintenance shop at the Norfolk Naval Air Station and a demonstration of minesweeping operations.

"This has been great," said Chief Brooks. "Several of the Murrell Dobbins seniors have already decided to enter the Navy and will be doing so soon."

Whether they do or not, all 46 now have a clearer picture of Navy life—from reveille to taps.

More 'Oldies but Goodies' for Navy Film Fans

The Navy Motion Picture Service, in response to demands for more classic films (see ALL HANDS, December 1975) has obtained 64 new "oldies but goodies" for Navy fleet and theater use. This bicentennial film program, which covers much of America's 200-year history, makes classic films available on a direct request basis from NMPS.

Included are biographical treatments of some of America's greatest figures in science, music, sports, finance, show business and politics.

Across The Wide Missouri (C) (1951).
An American Romance (C) (1944).
Annie Get Your Gun (C) (1950).
American Guerrilla in the Philippines (BW) (1950).
The Babe Ruth Story (BW) (1948).
The Battle of the Coral Sea (BW) (1950).
Battle Cry (C) (1955).
Bend of the River (C) (1952).
The Bob Mathias Story (BW) (1954).
The Bridges at Toko-Ri (C) (1954).
California (C) (1946).
Calamity Jane (C) (1953).
Cheyenne Autumn (C) (1964).
Chief Crazy Horse (C) (1955).
Cimarron (C) (1961).
Deep In My Heart (C) (1954).
Denver and the Rio Grande (C) (1952).
Destination Tokyo (BW) (1943).
Diamond Jim (BW) (1935).
Down to the Sea in Ships (BW) (1949).
Young Tom Edison (BW) (1940).
Edison, The Man (BW) (1940).
The Enemy Below (C) (1957).
The First Texan (C) (1956).
For Me and My Gal (BW) (1942).
Friendly Persuasion (C) (1956).
The Great Moment (BW) (1944).
The Great Victor Herbert (BW) (1939).
Halls of Montezuma (C) (1951).
The Harvey Girls (C) (1946).
The Howards of Virginia (BW) (1940).
Ice Palace (C) (1960).
In Harm's Way (BW) (1965).
The Iron Mistress (C) (1952).
Jim Thorpe - All-American (BW) (1951).
The Kentuckian (C) (1955).
Life With Father (C) (1947).
Lillian Russell (BW) (1940).
The Lone Star (BW) (1952).
The Magnificent Yankee (BW) (1951).
Many Rivers to Cross (C) (1955).
Meet Me in St. Louis (C) (1945).
Men of the Fighting Lady (C) (1954).
Mister Smith Goes to Washington (BW) (1939).
Night and Day (C) (1946).
No Man is an Island (C) (1962).
Rails into Laramie (C) (1954).
The Rare Breed (C) (1966).
St. Louis Blues (BW) (1958).
Seminole (C) (1953).
Shane (C) (1953).
Somebody Up There Likes Me (BW) (1956).
Stars and Stripes Forever (C) (1952).
Stars in My Crown (BW) (1950).
The Stratton Story (BW) (1949).
The Gentlemen From West Point (BW) (1942).

from the desk of the

Master Chief Petty Officer of the Navy



MCPON Robert J. Walker

Husband-and-Wife Duty

Stationing a married couple together, when both members are serving in the Navy, is not only a complex matching process administered by enlisted detailers, but also is a matter that has become increasingly controversial. The difficulties are compounded when a Navy member is married to someone serving in another branch of the armed forces. As the number of enlisted women in the Navy has

increased noticeably—from about 5000 in 1971 to more than 19,000 this year—the number of married enlisted women has correspondingly increased to its present level of about 4044. This figure represents the number of Navy women married to members of the Armed Forces (including those married to Navymen.) While the Chief of Naval Personnel, working through cognizant detailers, has made every effort to assign these married couples to the same command or geographical locale, this is not always possible.

We should remember that when a man or woman enlists in the Navy, he or she is given no contractual agreement guaranteeing duty assignment with a spouse. Keeping this in mind, with affairs of the heart being predictably unpredictable, marriages nonetheless do occur between service members; thus, the difficulties involved in their being stationed together cannot be ignored.

Because of the Navy's mission, it has unique detailing requirements not found in other branches of the armed forces. And, as a result, Navy billet assignments cannot be made simply to send a member to a particular duty station to be with his or her spouse. This would be completely unfair to other Navy members who also desire equal sea/shore rotation opportunity. Also it would produce an unacceptable level of rating/skill mismatches. Therefore, assignments can be made only to open billets that members are eligible for and qualified for by rate, rating, and sometimes NEC. Effecting assignments of Navy husband-wife teams is further complicated by our sea duty requirements. Even if we assign a man to a ship and his wife to a command located in the ship's home port, our ships must deploy and this results in separation.

Another complication has arisen with career rotation patterns for women. Although it is true that women cannot serve aboard combatant ships or units, they are now being assigned in increasing numbers to overseas locations that count as sea duty for rotational purposes. Navy women are now an integral part of our sea/shore rotation system, and must complete prescribed sea tours for their rate and rating. In small rating communities, fewer billets decrease the opportunity for husband-and-wife duty. Considering the diverse manning needs of an organization as large as the Navy, the possibilities for separation are great. Therefore, it must be realized from the start or during a marriage that some separation is unavoidable if you wish to pursue a full career in the Navy. Personally, I have been separated from my wife of 25 years, who is not a member of the Navy, for 12 years in six to 12-month increments. I understand separation from loved ones: husband, wife, and family. I also realize the strain

it puts on a marriage and family ties. Yet, I knew this, as did my wife, when we married. I contend that it has brought us closer together.

How then can Navy members who desire husband-and-wife duty have the best possible chance of getting it? Keep your detailer informed of your personal situation with the submission of an Enlisted Duty Preference (NavPers 1306/63). I know for a fact that few use this form in a timely and proper manner. Early submission and the notation of the desire for husband-and-wife duty in the remarks section can make all the difference in the world when the time comes for your assignment. As soon as you marry another service member, also forward a copy of your marriage certificate, your spouse's name, rate, rating, and social security number to your detailer. Have your spouse do the same. Though these appropriate notification procedures cannot guarantee your duty together, you are giving yourself the best possible chance. Chapter 16 of the Transfer Manual and your personnel office can assist you in this endeavor, as can your Master Chief Petty Officer of the Command (MCPOC) and Command Career Counselor (CCC).

Requesting duty together requires much thought and prior planning. Navy regulations governing transfer state that you may not request husband-and-wife duty once you are in receipt of Permanent Change of Station (PCS) orders. This is also true for an Exchange of Duty (swap) request. A minimum tour of 12 months is also prescribed before a no-cost transfer can be requested. In any case, proper use of a swap can often bring about favorable results for any member who desires duty elsewhere, including those seeking husband-and-wife duty. Where can you learn more about swaps? In your personnel office; from your MCPOC, or from your CCC.

Notwithstanding all the things I have mentioned which may have sounded completely negative, the fact remains that the Navy has been very successful in its efforts to keep married service members together whenever possible. Continuation of this effort will be made by the Chief of Naval Personnel and by every detailer in the Bureau. With your help and cooperation, more successes will undoubtedly follow. Remember again, the Navy's mission must be uppermost, and fair treatment to all our goal in manning the Fleet with the best Navy men and women possible.

So, before you "leap," take a serious and realistic look at your situation and your future in the Navy. Separation will, by the very nature of your chosen occupation or career, be an inherent and always possible factor. I encourage you to make mature and responsible decisions that will enhance your time in the Navy—both for you and for "our" Navy.

● CV READINESS IMPROVEMENT PLAN ANNOUNCED

A new program to improve aircraft carrier material readiness and broaden the opportunities to achieve Surface Warfare Officer (SWO) qualifications, has been established by Chief of Naval Operations Admiral James L. Holloway III.

The program will begin immediately with the selection of eight top-performing SWO/1110 qualified junior officers who will be split-toured from cruiser-destroyer type ships to two-year tours in CV engineering billets. The split-tour program will expand to two officers per carrier per year.

A select group of volunteers (beginning with the 1977 Naval Academy and NROTC graduates) will be assigned to three-year tours in carriers, where it is expected they will achieve SWO/1110 qualification.

At least three junior officers' training billets are being established in each CV to ensure that commanding officers have the needed flexibility to qualify these officers as 1110s during their CV tour.

To reemphasize the scope and importance of the chief engineer in carriers, a formal screening process has been developed to select post-command Surface Warfare Officers and highly qualified Engineering Duty Officers for these billets. The first screening board to select these engineering officers has met, and the results have been approved by CHNAVPERS. The eight selectees will be ordered to ships beginning in October 1976. Screening boards to select main propulsion and damage control assistants are being developed.

Improved fleet material readiness and increased officer professionalism will result from the redistribution of personnel and the training provided under the program.

The CV Readiness Program will be fully implemented by 1977. Details are in NavOp 89/76.

● THIRD SPRUANCE-CLASS DESTROYER JOINS FLEET

USS Kinkaid (DD 965), third of 30 new Spruance-class ships, was commissioned recently at Pascagoula, Miss. These highly automated destroyers require only about 80 per cent of the personnel of similar ships with conventional systems. The first large Navy ships to employ gas turbine propulsion, the destroyers have an approximate range of 6000 miles at 20 knots. Kinkaid is the first ship named for the late Admiral Thomas C. Kinkaid, WWII Seventh Fleet commander.

- FIRST FIRING OF NAVY LASER-GUIDED PROJECTILE

Personnel at the White Sands, N. M., missile range recently fired a Navy five-inch, laser-guided projectile from an Army 155mm howitzer and scored a direct hit on a stationary target more than eight miles away. The test was the first in a five-part evaluation of the projectile developed to enable Navy gunners to have "first round hit" capabilities.

- NEW NATIONAL CEMETERY PLANNED

Construction work on the first new national cemetery in more than a quarter-century began last month on 750 acres near Riverside, Calif. When fully developed, the cemetery will provide some 390,000 additional gravesites.

There are 103 cemeteries in the National Cemetery System. The last national cemetery was opened at Fort Logan, in Denver, Colo., in 1950.

- USS LOCKWOOD MAKES RESCUE AT SEA

The frigate USS Lockwood (FF 1064) rescued six persons recently from a disabled Taiwanese sailboat drifting about 150 miles west of Guam. Distress signals from the 41-foot ketch Ciao were picked up by military aircraft in the area and relayed to Lockwood. When the frigate arrived, the sailboat crew reported damage to the boat's sail rigging and an inoperative engine. Lockwood's motor whaleboat was dispatched to transfer food and water to Ciao. The frigate then towed the sailboat to Apra Harbor, Guam.

- NAVY ALCOHOL SAFETY ACTION PROGRAM TO EXPAND

Eleven major Navy locations are under consideration for an expansion of the Navy Alcohol Safety Action Program (NASAP) scheduled for next year.

NASAP, which handles all alcohol-related civil and military infractions by Navy personnel, provides positive enforcement and correction options to local commanding officers and law enforcement officials. Pilot programs have been operating at Pensacola, Fla., since 1974 and at Norfolk, Va., since January. (See page 56 of the June 1976 issue of ALL HANDS, "Combating the Evils of Demon Rum.")

Sites under consideration for the expansion include: Charleston, S. C.; Jacksonville, Fla.; New London, Conn.; Norfolk, Va.; Orlando, Fla.; Pearl Harbor, Ha.; Pensacola, Fla.; San Diego and San Francisco, Calif.; Seattle, Wash.; and Washington, D. C.

KJEU Newcomer

Comparable in Size to WWII Essex Class

The eyes of the maritime world zeroed in on a newcomer to the high seas last month. The Russian carrier *Kiev*, with a displacement of just under 40,000 tons, entered the Mediterranean Sea on July 19.

First operational carrier of the Soviet navy, *Kiev* is comparable in size to the *Essex*-class carriers of World War II. Two additional carriers are under construction and it is estimated that a total of four will join the Soviet fleet by the mid-1980s.

With *Kiev*'s appearance, the Soviets—according to (U.S.) Navy Secretary J. William Middendorf II—expanded from a coastal power to a blue water navy. The carrier could provide the Soviets with a much greater degree of military/political flexibility in response to trouble spots occurring in important areas of the Third World where friendly land bases are scarce.

Kiev has a large variety of guns and missiles for antisubmarine warfare, and for surface and air defense. She has the capability of loading a mixture of helicopters and/or V/STOLs, totaling about 36 aircraft.

The Soviet ship is conventionally steam-powered and is able to attain speeds of over 30 knots.

It is not believed that these new carriers are intended to confront the U.S. Navy's carrier force directly. The



to the World's Oceans



A Soviet YAK-36 jet fighter being recovered aboard the new Russian carrier Kiev. It is estimated that a total of four such carriers will join the Soviet fleet by the mid-1980's.



Soviet navy relies on aircraft, cruisers, and a large force of submarines equipped with torpedoes and cruise missiles to attack enemy surface forces.

The Soviet carriers are expected to provide additional antisubmarine protection, air defense and air support

for Soviet forces out of range of land-based aircraft.

Two smaller helicopter carriers, *Moskva* and *Lenin-grad*, have been operating in the Mediterranean for some time. These 18,000-ton ships each carry 18 KA25 *Harmonie* helicopters.



What do you do when your throttle is stuck wide open?

By JO1 Tom Jansing

You're flying high. The weather is perfect, and the exercise was 4.0. Time to head for the barn. But then, as you goose the throttle a little to move your A-7 into formation, it all falls apart—your fuel control has jammed at full power. So there you are, at the end of a previously uneventful day, with a runaway plane on your hands. Now what?

Lieutenant (jg) Mike Anderson of Attack Squadron 82 can tell you what to do. That very thing, and more, happened to him.

Anderson was rendezvousing with three other A-7Es off the Florida coast to return to NAS Cecil Field after a tactics training hop. He added power to catch the formation, then began to close on the others too rapidly.

"I retarded power," said Anderson, "But nothing happened. I jiggled the throttle again; still nothing happened.

"I was busy flying the plane and didn't think much of it at the moment," he continued, "until I glanced down at my instruments. Then I realized the fuel control was wide open and I had an emergency on my hands. I immediately informed my flight leader and took the lead from him. The flight split up into two sections and we proceeded toward Cecil.

"My first thought was to get the plane back," he said.

"I tried everything in the NATOPS (Naval Air Training and Operating Procedures Standardization) Manual to get my speed down, but nothing worked. However, I still had 2500 pounds of fuel and that was more than enough to make it to Cecil and land with some reserve. The emergency wasn't too severe at that time."

Emergencies seldom stay simple. This was no exception. Almost immediately, Anderson was told by his wingman, squadron executive officer Commander Tom Mercer, that he had fuel streaming from the plane's tailpipe.

"I still figured it wouldn't be any problem making it back," said Anderson. "More important at this point was controlling my speed."

Twenty-nine miles from Cecil he started a climb from 14,000 feet to decelerate. When he had slowed to 220 knots, he lowered his landing gear and flaps to increase the drag on the airplane. He then "blew" the gear down, using the emergency extension system and cutting off hydraulic power to the normal system. That done, he raised the gear handle (with the gear remaining in the down position) to regain use of the speed brake, which is disabled with the gear handle down.

Again, trouble! The speed brake wouldn't fully extend. At this point, CDR Mercer informed Anderson that hydraulic fluid was blowing out over the plane's belly. Forget the speed brake.

"At 11 miles out I began a 360-degree turn and a slow descent to get set up for a long, straight-in approach. As I rolled out of the turn and lined up for the runway, I noticed a rapid drop in my fuel quantity. I was showing about four minutes' fuel remaining."

At 240 knots and a mile and three-quarters from the end of the runway, he cut the fuel master switch. The engine wound down immediately.

"Just about then CDR Mercer told me, 'Don't hesitate to eject if you see you can't make it,'" said Anderson.

He did make it. With a dead engine (and less than one minute's fuel in the tanks), he touched down in a flawless landing and rolled into the mid-field arrest gear at about 15 knots.

"It was my first real emergency," Anderson noted. "I was fortunate to have an experienced aviator as my wingman. In an emergency things happen fast, especially in a single-seat plane where you're too busy flying to read the NATOPS manual at the same time. The wingman can read it to you and help you along. It's teamwork all the way."

Skill and a good wingman weren't the only things that allowed Anderson to make this outstanding save. Training also played a big part. He had made three simulator flights with stuck throttle landings.

"The first two times the simulator malfunctioned and the throttle just stuck," said LTJG Anderson, "but the third time around I set it up myself to see how I would react in the situation.

"Those simulator flights were a tremendous help," he said.

For his cool and professional handling of a multiple emergency "well outside of the published numbers," LTJG Anderson was named the Light Attack Wings "Pro of the Year" and the Naval Air Forces Atlantic Fleet "Pro of the Week." He also was presented with an award from the manufacturer of the A-7.



Surface Effect Ship

ALL HANDS



WAVE

Story & Photos

by PH2 Terry C. Mitchell

It travels three times faster than a conventional warship, can stop within its own length and turn on the proverbial dime. (SES-100B, a sister ship, passed the 100-mile-per-hour mark recently in a trial run off Panama City, Fla.)

Resembling a giant waterborne spacecraft, it delivers one of the smoothest, quietest rides in the Navy today. It is the Surface Effect Ship (SES) 100A, a test ship which glides through the water with the aid of a cushion of air.

I first saw the SES 100A at its horseshoe-shaped dock at Patuxent River, Md. The small aircraft-shaped cockpit looked out of place on the expansive, gleaming white deck. The gray arrow, painted the length of the ship, made it look fast even while lying still.

Ship skipper Lieutenant Commander Ed Carlson introduce himself. "Let's get a cup of coffee and I'll give you a brief rundown on how the ship works," he said.

Coffee steaming in the morning's coolness, we walked along the pier. "Actually this craft is a hybrid of aircraft and marine technology," he began. "The hull is shaped much like a catamaran, only the designers added a bow and stern seal. That black rubber you see in the bow is the bow seal. Under that seal are many more rubber bags, each one individually inflatable."

He stretched his arm out with his palm down, fingers dangling to illustrate his point. "Imagine my fingers are the individual bags," he said. Moving his other hand through his fingers, he explained, "If we hit a submerged object, the bags in the bow seal would give way like this. This allows the seal to be flexible, yet let as little air as possible escape from between the hulls."

Another sip of coffee and he went on. "All of the propulsion comes from the four TF 35 gas turbine engines. These engines drive two large waterjets that pull in water and push it out at a higher velocity in the stern. These outlets are directional and give us our steering, much like some of the newer pleasure and ski boats. The turbines also drive three large fans, which pump air under the hull and into the seal bags to provide the lift needed. That air is held under the hull by the seals I showed you before, the 'bubble' as we call it."

After a quick tour of the deck, I went below into the cockpit to my assigned seat. Immediately, visions



“... a hybrid of aircraft
and marine technology.”

With all four started, we slowly backed away from the dock and turned within our own length to face the Patuxent River. Checklists complete, LCDR Carlson found the time to brief me on the run to the Washington Navy Yard.

“On every ride or mission we gather data on the



of Flash Gordon, Buck Rogers and Star Trek were brought to mind. Panels of gauges and dials wrapped around the seating area. Large brown leather seats, arranged in pairs, lined both sides of the cockpit. Sitting in, I fastened the safety straps and donned the headset.

Voices of the crewmembers crackled to life as they started their checklists. LCDR Carlson began explaining various functions of the crew but he was interrupted to start his checklist.

They seemed to check and double-check each part of the ship from the windshield wipers to the gas turbine engines. Soon, the ship's engineer asked for and received permission to start the first of the four turbine engines.

The engineer's voice in the headset took me away from the flashing digital displays of the computer panel.

“Starter engaged.”

“Starter engaged,” echoed Carlson.

The whine of the starter was heard without the aid of the headset, only to be lost in the roar of the engine.

Above: Navy and civilian crewmembers aboard the SES prepare to tie up at the Washington Navy Yard. **Facing page top:** Crewmembers, strapped into their seats, look through the tinted windows for the Washington skyline. **Right:** DS3 June Rogers constantly monitors performance of the ship's myriad systems. **Far right:** Ship's Engineer LTJG Matt King intently follows indicator needles of four sets of gauges, keeping a close watch on engine functions.

performance of the ship and her systems. This information is gathered from 256 different areas and is fed into the onboard computer for immediate analyses.

“Meet DS3 June Rogers,” said LCDR Carlson. “June is our only female crewmember and one of the best data systems operators in the Navy.” Our introduction was cut short when a voice in the headset said that we were approaching “hump speed.”

Carlson come back on to explain. “The ‘hump’ is when the ship starts to rise and level out, much like planing on a conventional boat. When we reach hump



speed, we're pretty much ready to speed things up a little."

With that, the roar of the engine increased. The digital knot indicator flashed the increasing speed as

"...approaching hump speed."

the pressure on my back grew. A startled boater was left behind in the mist as we reached cruising speed on the river—32 knots!

The ride smoothed out with the speed and we soon turned into Chesapeake Bay. With the waves up to

five feet, the ride was like a sportscar on a bumpy road.

Rounding Point Lookout, LCDR Carlson explained the turning procedure. "On both sides of the hull we have a retractable skeg. Lowering the port skeg when making a turn to starboard forces the ship to starboard and aids steering. There is only about six inches of the two hulls in the water now. At these speeds, the ship would slide across the water while turning if the skeg weren't deployed."

The whine of the four engines increased to a higher pitch as the throttles were advanced. Great rooster tails rose from the stern water jets. A look at the knot indicator told the tale the best. Forty, 43, 47, 52 knots in three-foot seas! (→)

In minutes we were at the mouth of the Potomac River. Throttling back, the crew brought the speed down to 29 knots. Although we were still clipping along, it seemed a crawl compared to the bay transit.

One of the crewmembers offered a can of soda from the cooler below decks. I took him up on the offer and went along. With the soda came a mini-tour of the below deck spaces.

"This bank of computers is the heart of our data acquisition system. All information gathered is put on tapes and graphs for further analyses later by the program directors. It also feeds the information to the display where June Rogers works. By punching in the information areas she wants, the computer will tell her everything from engine oil pressure to sea states."

Suddenly we were pulled against the opposite bulkhead. The quick stop came as a complete surprise. After unscrambling ourselves, we made our way back to the cockpit to see what the problem was.

Jumping into my seat, I fastened the safety straps and grabbed the headset. From the crew's conversation I was reassured that it was just a stop to check the buoys in the river against the chart.

With our bearings restored, we continued up the river again, passing hump speed into a comfortable 29 knots.

Mount Vernon soon appeared to port and again we slowed. Navigational restrictions held us to 10 knots—excruciatingly slow.

Leaving Mount Vernon behind, we picked up speed



"Boats and buoys bobbed in our wake."

for the final leg of the trip. The Woodrow Wilson Bridge loomed up, with Washington's skyline dead ahead. Cars and trucks on the bridge seemed to slow at the sight of this strange craft coming up the river.

As we approached the channel under the bridge, boats of all shapes, sizes and types came to look, bobbing in our wake.

Radioing ahead, LCDR Carlson queried the Washington Navy Yard about our berth assignment and the linehandlers' detail. The crew piloted the craft past Anacostia, into the waters of the Navy Yard.

Advance crewmembers waited on the pier among the groups of the curious. Squatting in the water, the unique craft slowed for the approach. Humid air from the opened hatch rolled into the cockpit, as linehandlers and men with fenders swarmed on deck.

As I followed, reflection from the white deck nearly

blinded me. Muddy water boiled out from the thrusters as we moved closer to the pier. Fenders went over the side to keep from damaging the hull.

One by one the turbine engines lost their lives as the lines were first singled, then doubled up.

The ride of a lifetime was over except for gathering my things and waiting for the small brow.

LCDR Carlson emerged from the cockpit, squinting from the sun. Out on deck, he strode over to say his goodbyes.

"Well, Mitch, that's about it," he apologized. "Sorry we couldn't have gone faster for you." Like me, he hated to see the ride end, even though he had experienced it many times before.

I requested and received permission to depart the ship. Walking down the pier, I stopped, turned back and looked at the activity around the unique craft. In his haste, a man bumped into me, trying to see what was going on. "Excuse me—you know what kind of boat that is?" he asked. I said, "It's the Surface Effect Ship 100A."

I should also have told him it was part of the Navy of the future.

SES launches missile

One of the Navy's two Surface Effect Ships, SES-100B, streaked across the Gulf of Mexico at 60 knots one recent morning. Suddenly, in an explosion of fire and smoke, an SM-1 guided missile rose vertically from her stern, pitched over and in less than 20 seconds hit its target, a surplus yard salvage derrick (YSD) anchored five miles downrange.

The successful firing marked a major milestone for the U. S. Navy, said Captain Carl J. Boyd, program manager of the Navy Surface Effect Ships Project Office. It was the first firing of a weapon from a high-speed advanced marine vehicle, and the first vertical launch of a fleet missile from any Navy vessel.

On test morning, Lieutenant Tom Breitingner, ship commander, and his crew took the 100-ton SES west from her home port of Panama City, Fla., to Eglin Air Force Base's Armament Development and Test Center range in the Gulf of Mexico. The YSD target had already been anchored in place nine miles off the coast, south of Fort Walton Beach.

After assuring that all range safety requirements had been met, LT Breitingner put the ship on a westward course toward the target and, when the predetermined launch point was reached, pushed the button. The unarmed, 16.5-foot-long SM-1 rocket shot straight up from its canister mounted aft of the ship's deckhouse, turned downrange and blazed to a direct hit.

This successful missile launch was one of many significant accomplishments for SES-100B. In addition to contributing valuable technical data toward building the next generation of high-speed surface effect ships, 100B has achieved a world speed record of 82.3 knots (almost 95 mph) and has operated in sea state three at sustained speeds of more than 50 knots. (Bell Aerospace Textron Photo.)





TASK FORCE 61

Amphib Ships Evacuate 560 From Beirut



The U. S. Sixth Fleet's Task Force 61 accomplished two related operations without a hitch. As a result, 560 people were safely evacuated from war-torn Lebanon in June and again in July by U. S. Navy landing craft from Beirut's Bain Militaire resort beach.

The Chief of Naval Operations, Admiral James L. Holloway III, said, "The flexibility and versatility of the naval task force has been demonstrated . . . in a most professional manner. Those of us in Washington are proud of your superb performance."

Both operations had their tense moments as the unarmed landing craft put in at the beach, ringed both times by armed units of the main guerrilla group controlling that part of the city. To complicate matters, a heavy swell just off the beach made maneuvering of the landing craft a tricky task.

The last evacuation on July 27 was carried out by the 30-man LCU 1643 from USS *Portland* (LSD 37). The craft picked up 300 persons, including 160 Ameri-



Facing page, top: Crewmembers of USS *Spiegel Grove* man their battle stations during first evacuation in June. Left: Evacuees rest and grab a bite on Spiegel Grove's mess decks. Above: Arrival aboard Spiegel Grove.



Top: USS Portland's landing craft leaves the beach. Above and right: Landing craft arrives at Coronado; evacuees aboard amphib ship. Facing page, top: Landing craft in Coronado's well deck. Bottom: Evacuees leave landing craft aboard Coronado.

cans, and ferried them to USS *Coronado* (LPD 11) lying a few miles out at sea. Among the evacuees were 20 embassy officials, including the American ambassador. Remaining at the embassy are 15 Americans, 12 of them Marine guard personnel.

In the June 20 evacuation headed by USS *Spiegel Grove* (LSD 32) a total of 263 persons, 116 of them Americans, were quietly and efficiently evacuated by the 15-man crew of the landing craft 1654. It took just an hour and 20 minutes to load the passengers and head out to the three-mile limit where *Spiegel Grove* waited.

In both evacuations, the Sixth Fleet flagship USS *Little Rock* (CG 4), and units of Task-Force 61 lay just over the horizon. They stood by, just in case, with 1800





battle-ready Marines, artillery, tanks and helicopters. In the latest evacuation, the carrier *America* was also on station with her air group.

The June and July evacuations were the sixth and seventh evacuations of Americans from Beirut in the last century. The *Spiegel Grove* operation went so smoothly that a two-and-a-half year old boy, unimpressed by the presence of American naval might and shadowing Soviet ships, slept through it all, including the bump of the landing craft as it entered *Spiegel Grove's* well deck.

In both events, once the evacuees were safely aboard ship, the task force made the 40-hour run to Athens. There the refugees boarded planes for destinations of their choice.

About 1000 Americans remain in Lebanon, mostly professors at the American University or doctors at that university's hospital. There were about 7000 Americans in Lebanon at the start of the civil strife in April 1975.



Brown Shoe Obit



At COMNAVAIRLANT, they dug a final resting place for the brown shoe.



Elsewhere they eulogized a pair of well-worn friends.

COMFAIRWESTPAC came up with a brown shoes coffin.



You've left us for that land of zoot suits, pantaloons and coonskin caps. Goodbye, old friend, we're going to miss you.

You're gone, old friend, but not forgotten. Around the world, on shore and at sea, people who walked all over you during your lifetime, paused to pay tribute.

Take it easy, old friend. With a soul like yours, you're destined to go far. You buckled up our spirits when we were depressed and laced us with wit when we wanted to kick it all out.

We admired your spirit, old friend. No matter how often we stepped on you, you always managed to come back with the tongue lashing we deserved.

We mourn your passing, old friend. On July 1, half the shoe polish in our seabags became useless, half our socks became dustcloths and half our hearts grew black.

But we remember you, old friend. Because you kept us on our feet when the going got rough, simultaneous services in your memory were held and spontaneous periods of mourning were declared.

Rest in peace, brown shoe. By the way—say hello to saddle shoes for us—will ya?

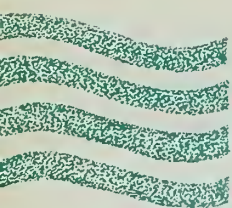
Not to be outdone, the skippers of CVW-3, USS Saratoga (CV 60) and Task Force 60 dropped their brown shoes into a homemade plane prior to launch.

Aboard USS Roosevelt (CV 42), they gave a pair of brown shoes one last catapult launch (along with the equally dead enlisted white hat.)



Goodbye, old friend, we're going to miss you.





letters to the editor

Want to pass something of interest along to the rest of the fleet, or perhaps just give us a few of your thoughts? Here's the place to do it. This section of **ALL HANDS** is open for unofficial letters from you on almost any naval subject. We can't promise to publish every letter we receive, but each will be answered. Write: Editor, **ALL HANDS**, Navy Internal Relations Activity, Office of the Chief of Information, Washington, D.C. 20350. Sign your full name and give complete address. Please don't send postage or return envelopes.

Shooting the Stars

SIR: In your April 1976 article on Shooting the Stars there is one small error. Information on navigational hazards, new sounding data, the addition or removal of buoys and other chart changes based on observation are to be forwarded to the Defense Mapping

Agency Hydrographic Center, not the U. S. Naval Oceanographic Office.

The change occurred over two years ago when the hydrographic and charting functions of the oceanographic office were assigned to the Department of Defense's Defense Mapping Agency.

—DMA

Nimbus Star

SIR: Your cover story on Nimbus Star reminds me how frustrating it is to have been a member of the forgotten thousands who took part in Operation End Sweep in North Vietnam in 1973 and got nothing for it.

By the way, MOMCOM is in Charleston, not Charlestown.—LT R. M. C.

• *Thank you for your comments and for the correct spelling of Charleston.*—ED.

SIR: In my article on the Suez Canal in February's **ALL HANDS**, there was a misprint on page 7. That World War II vintage German mine actually weighed 2000 pounds, not 200. It was about six feet long and approximately 2.5 feet in diameter. And it definitely looked mean.—LT D. L. D.

• *Thank you for calling our attention to the mine's weight. On checking the source material, we found 2000 pounds just as you said.*—ED.

SIR: With reference to your article in the February issue about the commissioning and following operations of HSL-36 on pages 50-51.

The article is of good quality but there is one minor flaw, namely in the lower right-hand photo. During flight quarters all air department personnel should wear protective clothing. Why are the L.S.E.'s goggles sitting on top of his helmet instead of over his eyes? This is an obvious safety violation.—ABH3 J. M.

• *We appreciate your taking the time and trouble to point out the overlooked safety violation in the photo.*—ED.

Receives Two Checks

SIR: I am receiving military retired pay and also Civil Service retirement pay. I retired from the Civil Service on a dis-

ability and did not combine so that I am receiving two separate checks. I am now contemplating applying for VA compensation since my disability is service connected.

Will I receive the VA compensation and the balance of my military retired pay, my Civil Service disability check and Social Security check at age 62 without offset?—ADCS G. H. L. USN (Ret)

• *Your Navy retired pay will be reduced by the amount of disability compensation which you will be entitled to receive from the Veterans Administration. Your Civil Service disability retired pay and Social Security benefits will not be affected. In other words, you will be entitled to receive the full amount of your Civil Service disability retired pay and Social Security benefits in addition to your Navy and VA checks.*—Ed.

Consecutive Tours

SIR: I'm a woman AC just completing a tour in Guantanamo Bay, Cuba. My detailer has given me another overseas tour. By the time I complete another tour overseas, I will have reached my EAOS. I've only had one shore duty and that was Memphis. How does this boost the morale of personnel to reenlist?

ACAN V. G.

• *Enlisted women were placed on the same sea/shore rotation policy as enlisted men. An overseas tour is considered as sea duty. The ACAN sea/shore rotation, at the present time, is 36/36. Since an unaccompanied tour of duty at Guantanamo Bay, Cuba, is only 12 months, you are eligible for another overseas duty assignment in order for you to complete your sea tour.*—Ed.

Who Is Senior?

SIR: One subject that has caused some heated dispute around my office is about the senior rating in the Navy. Everyone says it's boatswain's mate, but I believe at one time the signalman/quartermaster rating was the most senior and boats was second.

What's the true story?—SM2 J. C. Q.

• *According to BuPers Manual—1948, the rating of boatswain's mate had seniority for assumption of military authority of general service rates and ratings. However, enlisted person-*

nel took precedence among themselves in nonmilitary matters according to date of advancement to the pay grade held.

According to the Bureau of Navigation Manual—1925, precedence of the Seaman Branch was: BM, GM, turret captain, TM, QM, SM and fire controlman.

Navy Regs of 1876 indicate that petty officers of the line with order of their succession to command shall be as follows: BM, GM, signal quartermaster, cockswain to the commander in chief, captain of forecabin, quartermaster, quarter gunner, cockswain, captain of maintop, captain of foretop, captain of mizzen, and captain of the afterguard.

Additionally, the 1876 Regs indicate that the master-at-arms would be the chief petty officer in the vessel in which he served.—ED.

Right On!

SIR: I had the pleasure recently of visiting the United States Naval Academy to observe the final dress parade of the year. Over 2500 young men participated, representing all the states and a number of territories and foreign countries. Men of every description mixed freely and confidently—confident because they all have a goal in life.

The day itself added to the general feeling of direction, purpose and dedication. The sun was warm and there was just enough breeze to whip the flags as they were paraded in review.

Each young man stood firmly at attention during the playing of our national anthem. My faith in the youth of today was renewed. It is men like these, not only at the Naval Academy, but also throughout the country, who have made our nation strong.

Well done, America. You have much to be proud of in the "younger generation."—Mrs. Roberta Tarbuck

• We agree. ED.

Minority Enlistment

SIR: I enlisted in 1963 under the old "minority enlistment." I was told at that time that my three years and about eight days of service would "count" as four years. When I reenlisted for six, three months before EAOS, I thought I had passed up any constructive time. I was told about a year ago that this was not

so. I have since heard conflicting comments on this and would like an answer. What's the straight word with regard to minority enlistment and constructive time?—CTA2 T. J. L.

• Your three years and eight days of service during your minority enlistment count as four full years of service. Enlisting for six years, three months before EAOS did not negate your constructive time.

On 12 May 1969, minority enlistments were discontinued, and 17-year-olds volunteered to enlist for terms of four, five, or six years. Accordingly, a member's enlistment does not expire the day before his 21st birthday and, in order to receive constructive time, a member must serve the enlistment up to within three months of the expiration date.

It should be noted that if the member reenlisted earlier than three months before expiration of enlistment, he will receive day-for-day service credit for that enlistment.—ED.

Wearing Insignia

SIR: I qualified in submarines while serving aboard USS *Tusk* (SS 426). Since then, as a Reservist, I have changed my rate from EM to AE. I then qualified as an aircrewman.

I would like to know if I am entitled to wear both the dolphins and aircrewman's wings and, if so, how should they be worn.

AEC K. C. B.

• According to the 1975 Navy Uniform Regulations, both the submarine and aircrewman insignia may be worn on the Navy uniform when ribbons or medals are worn. One insignia (the insignia of the specialty in which currently serving) shall be centered immediately above the ribbons or medals and the other immediately below the ribbons or medals.—ED.

Photo Credit

SIR: Three of my photos appeared in the Navy Sports feature on pages 30 and 31 in the April 1976 issue of ALL HANDS, yet I received no photo credit. Why not?—PH3 D. Fraker

• During the last-minute rush to meet deadline we inadvertently omitted the credit line for your excellent action shots of the North Island Decathlon. We regret the oversight.—ED.

Ship Reunions

News of reunions of ships and organizations is carried in this column from time to time. In planning a reunion, best results are obtained by notifying the Editor, ALL HANDS Magazine, Navy Internal Relations Activity, Department of the Navy, Room 1044, Crystal Plaza No. 6, Jefferson Davis Highway, Washington, D.C. 20360, four months in advance.

USS *Intrepid* (CV 11)—A reunion is set for 9-10 Oct in Philadelphia, Pa. Contact JOC Bill Liedtke, Public Affairs Office, Hdqtrs., Fourth Naval District, Philadelphia, Pa. 19112.

USS *Saratoga* (CV 3)—Twenty-fifth annual reunion will be held at Anaheim, Calif., Oct 1-2, 1976. All former Navy and Marine Corps crewmembers may contact P. R. Tonelli, 6382 Cantiles Ave., Cypress, Calif. 90630.

USS *New Mexico* (BB 40)—The 19th annual reunion will be held at 6400 Pacific Coast Hwy, Long Beach, Calif. Oct 8-9, 1976. Contact James Oewsein, 1691 Euclid Ave., Camarillo, Calif. 93010.

USS *Barnes* (CVE 20)—Reunion to be held in November 1976. For further information contact Ray Mullins, 21 Auricchio Ave., Emerson, N. J. 07630.

• USS *Stevens* (DD 479) (*Fletcher* type 1943)—Looking for former crewmembers. Contact (East Coast) M. J. Lydon, 254 Hazelwood Ave., Pittsburgh, Pa., 15207, telephone 412-521-7956; or (West Coast) Swede Nelson, 3108 Vichy Ave., Napa, Calif. 94558, telephone 707-226-6228.

• USS *Savannah* (CL 42)—7th annual reunion. 10-12 Sep 1976 at Racine, Wisc. Contact Otto J. Jindrcek, 63 Thayer Dr., New Shrewsbury, N.J. 07724.

• 30th USNCB—31st reunion. 15-17 Oct 1976 at Ocean City, Md. Contact Patrick J. Burke, Jr., 14368 Saguaro Pl., Centreville, Va. 22020.

• USS *Guest* (DD 472)—15-17 Oct 1976 reunion at New Smyrna Beach, Fla., Contact Anton J. Krecek, 1709 Edgewater Dr., Edgewater, Fla. 32032.

TAFFRAIL TALK

Authorized Souvenir Hunting

A gunner's mate aboard a Coast Guard cutter homeported at Little Creek Naval Amphibious Base, Norfolk, Va., discovered recently that some gun parts are just darn hard to come by these days.

USCGC *Cherokee* (WMEC 165), commissioned as a Navy ship in 1940, was in need of a trigger for her 3-inch/50-caliber gun.

When Gunner's Mate 2nd Class Charles Parker, operator of the gun, was tasked with replacing the worn-out trigger, he encountered a stumbling block. The trigger he needed was a 1944 model made of solid brass and simply not available.

GM2 Parker's luck was not all bad though, reports Karen Parkinson of Little Creek's public affairs office. As he happened by the Amphibious Museum which is operated by and located on the Little Creek Naval Amphibious Base, he noticed some guns, part of the museum's outside static display. Two of them had triggers of the sort *Cherokee* needed. Parker immediately proceeded through the proper channels for permission to carry out his plan. Eventually, he was authorized to remove the triggers from the museum guns for use on the guns of *Cherokee*. Parker showed up with screwdriver and hammer in hand and within an hour had both triggers off, one in fair condition and the other in perfect shape.

Upon removing the triggers from the museum guns, GM2 Parker could not help eyeing the place where the bushing (the gadget which holds the firing pin in place) ought to be, considering the museum guns as a source of supply for the future if need be. Seems someone else must have had the same idea—the bushing was gone.



Foster's Proud Plankowner

Operations Specialist 3rd Class Michael King is living proof that it's a small world after all. He's a plankowner of the *Spruance*-class destroyer USS *Paul F. Foster* (DD 964). Seems, before he enlisted in the Navy, he helped build *Foster* and probably nailed down his own plank. He was an employee of the carpentry shop in the civilian shipyard where *Foster* was being built.

King has been in the Navy for the past 18 months and—wouldn't you know it—he drew *Foster* when he recently completed "A" school at the top of his class. Because of his placement—the top five graduates get to choose their duty assignments—King picked *Foster*, fresh out of the shipyard at Pascagoula, Miss.

"I'm proud of the ship," said King. "I was proud of her when I was employed at the shipyard. Because of the work I did on her myself I can appreciate the efforts of all shipyard employees."

King is proud enough of USS *Paul F. Foster* to go to sea in her—now that's pride.

The All Hands Staff

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AT RIGHT: This rendering of the frigate USS *Constitution* as she might have appeared in her heyday is the work of ex-Navyman John Roach. Much of his work is now part of the Navy's Combat Art Collection. For more of John Roach's work, be on the lookout for a forthcoming issue of ALL HANDS.



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SEPTEMBER 1976



ALL HANDS

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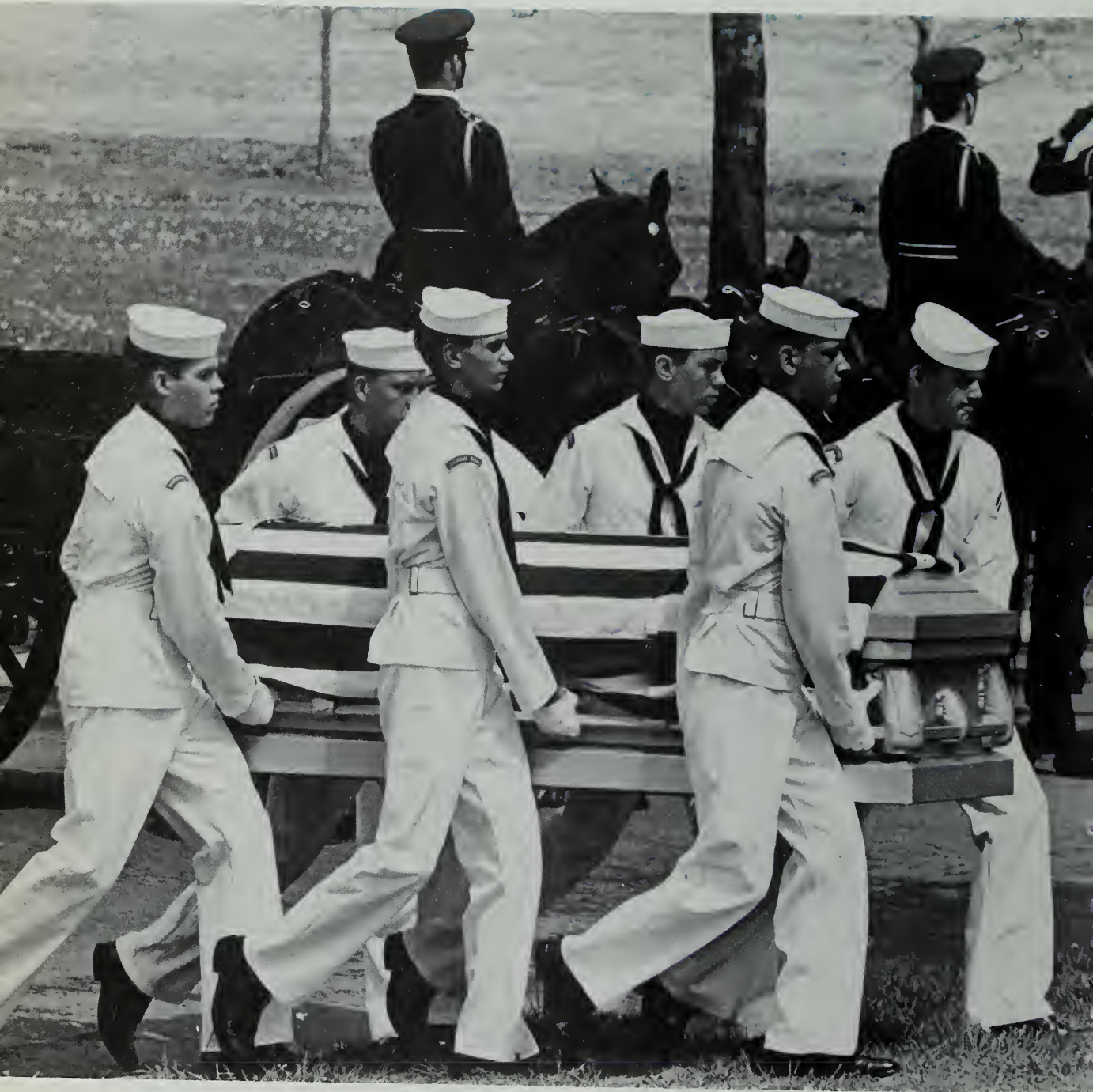
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FRONT AND BACK COVERS: The Navy Ceremonial Guard—last wearers of the old Navy uniform—parade the colors during recent ceremonies at the National Naval Medical Center, Bethesda, Md. After the bicentennial year, the guard will continue to perform at hundreds of events annually—but in the new uniform. (Photo by JO1 Jerry Atchison)

Left: Chief Machinist's Mate Glenn Crawford, Company Commander of Recruit Company 145, an all-New Mexico unit, at Recruit Training Center, San Diego, casts a practiced (and relaxed) eye on his charges. (This photo and the inside back cover are both by Navy journalist Scott Day.)

Ceremonial



Hours of practice for platoon members result in a perfectly executed funeral service.

Guard

By JO1 Jerry Atchison

For the uninitiated, the scene aboard the bus seems almost absurd. Forty sailors, immaculately uniformed, polished and manicured; each contorted in an impossible position. There they sit on the edge of their seats, avoiding the back rests; their legs assume an extreme angle, all shoes firmly planted in the center aisle. In apparent disregard for proper decorum, forty sets of trousers are unbuttoned, and the tops neatly folded back to the ankles.

It's not a scene from the latest Hollywood comedy, but it takes place regularly. The sailors are real, and they are merely protecting their gleaming spit shines (from the bottom of the seats in front) and their sharply pressed uniforms (from stains and wrinkles.)

Their faces may be familiar to but a few, but they've made the uniform (albeit the old-style uniform) of the United States Navy familiar to millions around the world. Wreath-layings at the Tomb of the Unknown Soldier, flag bearers at state dinners in the White House, events of national importance such as this year's national political conventions and, finally, burial of America's military veterans at Arlington National Cemetery—these are but a sampling of the official functions, ceremonies and events that are hallmarked by the appearance of the U.S. Navy Ceremonial Guard.

"I've got a right to be proud. I worked hard to become a member. That means an awful lot to me."

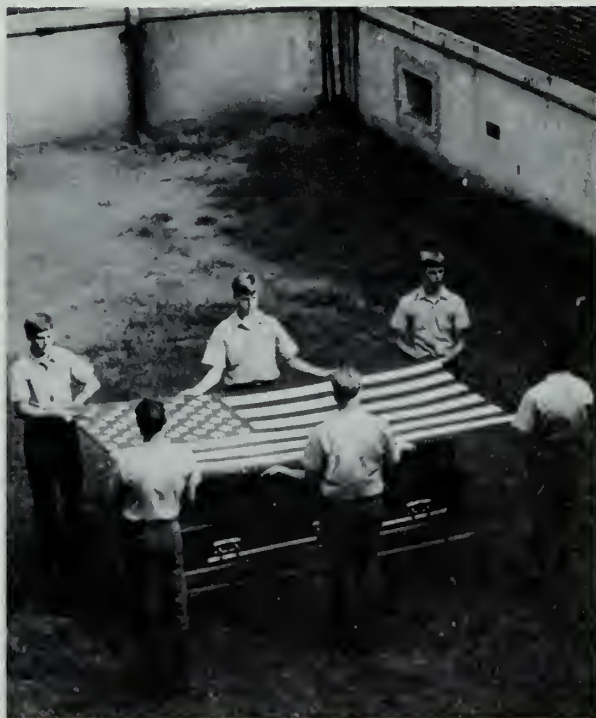
The speaker, an 18-year-old sailor, had only joined the Navy a few months before. Today, as a member of the Guard, he is expected not only to represent the Navy, but also do it better than anyone else.

And he does it well, not merely because his uniform is squared away or because he knows close order drill, but because he knows how to "get it all together."

"They're mostly extroverts with a flair for showmanship," said Lieutenant Commander Paul Greene, skipper of the Ceremonial Guard. "They've got a bit of show business in them because, really, that's the name of the game around here."

Showmanship—that little something extra that turns a routine performance into an unforgettable event—is the secret of the Ceremonial Guard's success. The Guardsman who casually tosses his rifle over his shoulder to a team member two rows back exhibits the end product of long hours of practice. But he also is displaying the verve of a showman that comes from inside.

The training of a Ceremonial Guardsman begins the



Top right: Presentation of the flag is practiced, as is (bottom right) the folding of the flag in burial routines. Rehearsal sessions are conducted at Anacostia.



Above: Drill team members work at perfecting rifle routines.



Left: Members of the "X" platoon march and count cadence, march and count . . .

day a man reports. The "boot" is assigned to "X" platoon where the first order is to forget the drill instructions of boot camp.

"That's the big hurdle—relearning how to march," said one guardsman. Boot camp marching instructions are inadequate to the task of Ceremonial Guardsmen. A simple order like "to the rear march" becomes an intricate series of syncopated steps marked by the twirling of rifles and the pounding of steel-clad heels on the ground.

They must work as one—everyone in step and everyone executing commands at precisely the same instant. Because of this, the new guardsman spends hours on the grinder counting aloud as the unit moves from routine to routine, execution to execution. Cadence is all-important, hence the beginners count aloud until the beat is just right.

Between hours spent learning routines come periods of uniform fitting and issue. Each uniform must fit perfectly, must be in excellent condition and must be flawlessly maintained.

For those interested in learning the techniques that result in mirror-bright shoes and brass, the answer might be disappointing. Although they all get the same result, none of the guardsmen seem able to agree on the way to raise that spit shine.

"Absolutely nothing works as well as floor polish," said one.

"Ridiculous," said another. "You've got to first set the shoe polish on fire then snuff it out and put the melted wax on your shoes."

"Plain old spit for a spit-shine—period," said still another.

No matter the techniques, guardsmen spend long hours cleaning, pressing and folding their uniforms. Professional style washers, dryers and pressers help get the job done. But when you are, in effect, standing inspection as often as three times a day, the job is still a big one.

The big job of uniform maintenance is only a prelude to their real work—ceremonies. On a typical day, guardsmen arrive at Enterprise Hall before 0600. Buses will leave for the first event of the day by 0730 and the hour and a half in between is spent putting the finishing touches on uniforms, receiving last-minute instructions and—for some—practicing routines that are done well, but must be perfect.

At the ceremony, three or four guardsmen stand apart from the group of Ceremonial Guardsmen preparing to march before the spectators.

These are the supernumeraries. At the last minute, if a previously undiscovered speck of dirt is spotted on a uniform, out goes its wearer and in goes one of the "supers." The guardsmen's record for showing up in the right place at the right time is perfect.

"It's really uncanny," said one. "We have never had a bus break down on the way to a ceremony. But we sure have had them break down on the way back!"

A ceremony may go on for hours, and heat and humidity can combine to turn a drill field into an oven. During the scheduled drill, the operating platoons



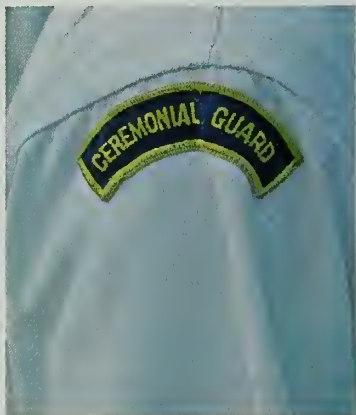
Shoes are shined to a high gloss, double-soled and with cleats.



Polishing brings out the shine in the belt buckle.

(Text continued on page 9)

The "GUARD" in Full Color



Top: The honored Ceremonial guard shoulder patch. Above: Heat and humidity combine to turn the drill field into an oven. Right: Ready to represent the Navy to the world, a guardsman proceeds to the ceremony site.





Above: Ceremonial Color Guard.

Right: The ceremony may go on for hours, but the men of the ceremonial guard stand tall. It is work that drains the best from any man.

Next Page: Guardsmen board bus for the return trip to Anacostia.







Left: Weekly haircuts are mandatory.

Below: Each member must wash, starch and press his own uniform.



(Cont. from page 5)

march smartly through the often stifling heat that reflects off the concrete. And, ultimately, all stand at attention. Speaker follows speaker, and still they stand. Honors are rendered, orders are read, bands play—but the Ceremonial Guard stands at attention. It is work that drains the best from any man. But it is their work.

For some it might be difficult to understand why these 140 men work so hard for rewards that are rarely tangible. But each guardsman has his own reasons.

"I guess it's a matter of personal pride, knowing that you're representing the U. S. Navy to the world," said one as he put the finishing touches on an already gleaming belt buckle.

"When I was a kid," said another, "I saw the Ceremonial Guard on television—at the funeral of President Kennedy. The Navy Ceremonial Guard looked the sharpest, and performed their routines better than the other groups. The Navy looked good to the world then because the Ceremonial Guard looked good."

The pressure of appearing in more than 800 various ceremonies each year has a strong unifying effect on Guard members from many backgrounds. Their reasons for joining are as varied as their interests off the drill field. But, along with a common uniform, and similar talents, they share a character found in most performers.

"They are all extroverts," said LCDR Greene. "You have to expect that from a group of people who are pretty proud."





Spanish Heritage

Hispanics have
added to the lore
& traditions of the
Navy

His entrance into the United States was really no different than that experienced by millions of others before him. He was desperately poor. He didn't know the language. He didn't have a trade. But he had hope and, what's probably more important, he had his Spanish Heritage.

He left his home in Torreon, Coahuila, Mexico. The 10 cents he spent for the street car ride in Juarez, as he crossed into El Paso, Tex., was probably his last.

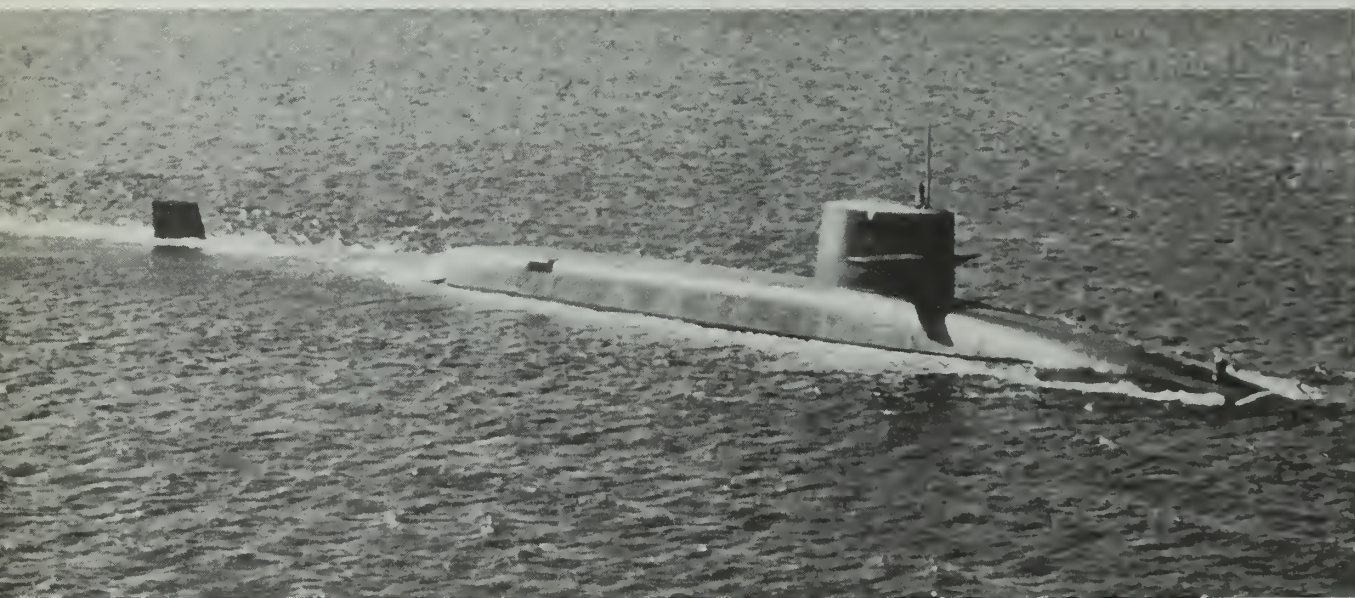
He worked at many jobs, including the railroad, and then decided to join the U. S. Navy. That was in 1918.

Soon thereafter, he entered the submarine service and became a diesel mechanic. He spent the next 20 years struggling up the promotion ladder, one painful rung at a time. He took the examination for chief petty officer seven times, failing each attempt. He reflected on his ethnic background and was convinced that this was the primary factor preventing him from further advancement. On the eighth attempt, however, he achieved his goal—he became a CPO.

He had beaten the odds against him; he had mastered enough English to build upon the seventh grade education he received in his native Mexico. He was commissioned in World War II and, for a short time, actually commanded his own ship before rounding out 30 years of service.

Today, the son of that struggling chief petty officer is a senior naval officer on active duty—Captain Benjamin L. Saravia, Commanding Officer of the Navy Public Works Center, San Diego, Calif. (→)

SN Chris Gonzales in 1812 uniform aboard
USS Constitution (photo by PH1 Milt Putnam).



Of his father, CAPT Saravia said he "... loved his heritage, his adopted country, his family, and the United States Navy."

The captain's words give impact to the meaning of heritage, which is defined as "something handed down from one's ancestors or the past, as a characteristic, a culture, tradition."

In September the nation marks its sixth annual celebration of Spanish Heritage Week and Navy people along with all Americans are being encouraged to recognize the legacy of Hispanic peoples and how they have enriched this nation of ours. By so doing, heritage is put at the forefront; prejudice, defined as "a judgment formed before the facts are known," is relegated to the back seat it deserves.

The names of Casals, Picasso and Serra are synonymous with Spanish Heritage. Although he rarely performed outside his adopted Puerto Rico, Pablo Casals was known throughout the world as the greatest

classical cellist of all time. His recordings today are treasures, jealously guarded by music lovers the world over.

Picasso, perhaps the most influential artist of the 20th Century, is credited with the initiation of the cubistic school of art. His art does not appeal to everyone, but for those to whom it does, there are few greater artists.

And what of Serra? Before the American Revolution, Miguel Jose Junipero Serra left his mark on America. He founded a chain of missions along the California coast which have since given their names to nearby cities, among them, San Diego, San Francisco and Santa Clara.

Spanish Heritage touches the United States Navy through such men as Vallejo, Orlando, and Valdez, to name but a few. Their contributions through the years have enriched not only Spanish Heritage, but also the rich heritage of the Navy by adding to the lore and traditions of a proud service.

Left: Escort ship USS Valdez (DE 1096) is named for Hospital Corpsman 3rd Class Phil Valdez. Valdez was posthumously awarded the Navy Cross for gallantry in Vietnam. Below left: The USS Mariano G. Vallejo (SSBN 658), named for the man who helped California win her independence from Mexico.

Prominent on the roster of famous Navy people of Hispanic descent is Hospital Corpsman 3rd Class Phil Isadore Valdez, posthumously awarded the Navy Cross for gallantry in Vietnam. Valdez, a young Mexican-American, lost his life on 29 Jan 1967 while serving with Company "B" First Battalion, First Marines near Da Nang.

When his platoon came under heavy fire, his citation reads, "Valdez ran over 75 yards of open terrain, under constant enemy fire, to aid a fallen Marine. He then moved the wounded man to a safe area and, quickly and competently, rendered medical assistance. Again exposing himself to enemy fire, Petty Officer Valdez moved across approximately 50 yards of open ground to another Marine. While treating the second Marine, he positioned himself between the man and the hostile fire. It was at this time that Petty Officer Valdez was mortally wounded by enemy small-arms fire."

In 1974, seven years after his heroic effort, a frigate of the *Knox* class, USS *Valdez* (FF 1096) was commissioned and became a unit of Cruiser-Destroyer Group Two in Charleston, S. C. Present at both the launching and commissioning of the ship were the hero's parents, Mr. and Mrs. Carlos Valdez.

Another of Spanish origin honored by the United States is Mariano G. Vallejo.

Vallejo was born in Mexico in what is now Monterey, Calif. He rose to become Mexico's Commandante General and Director of Colonization of the Northern Frontier, highest military command in California. But Vallejo broke with Mexico, supported his home territory and was in the forefront in the movement to separate from Mexico.

Elected to California's first senate in 1850, he spent the rest of his life and energies in the development of the Golden Bear State. California named Vallejo after him; the Navy named USS *Mariano G. Vallejo* (SSBN

He positioned himself between the man and the hostile fire

658) in his honor in 1966.

Was there ever a Spanish-speaking winner of the Medal of Honor?

Indeed there was—his name, Telesforo Trinidad, a native of New Washington Capig in the Philippine Islands.



Ex-Vietnam war prisoner, then Lieutenant Commander Everett Alvarez, Jr.

A boiler explosion drove Trinidad out of the Number 2 fireroom aboard USS *San Diego* on 21 Jan 1915. He returned to the holocaust and rescued an injured fellow fireman, R. E. Daly, whom he passed on safely to waiting shipmates. However, Trinidad, at that moment, caught a blast from another explosion—this one in the Number 3 fireroom. Badly burned himself, he disregarded his own safety and succeeded in rescuing another injured shipmate.

There was another corpsman of Valdez' stripe—Hospitalman Samuel G. Orlando. He forfeited his life in winning the Navy Cross in Vietnam.

On 4 Mar 1966, Orlando learned that one of his platoons needed additional corpsmen after being hard hit by intense automatic weapons and heavy mortar fire during Operation Utah. Unhesitatingly, Orlando left a relatively safe position and moved across a barren hill

in the face of intense fire to aid wounded Marines.

He dressed many wounds and helped evacuate casualties, making several daring trips across the fire-swept area.

During one of these trips he heard a call for more machine-gun ammo; he gathered the rounds and carried them to the machine-gun position. As if he hadn't done enough in the face of such intense fire, he again answered the call of a wounded Marine during an ensuing enemy counterattack. Orlando crawled forward but never reached his goal—he was mortally wounded before reaching his objective.

The highest rank and the second highest position in the U. S. Navy were achieved by Horacio Rivero, who entered the Naval Academy from Puerto Rico. Admiral Rivero, now retired, was Vice Chief of Naval Operations and, also in the four-star rank, served as Commander in Chief, Allied Forces Southern Europe.

In the latter billet, he was responsible for the southern flank of the North Atlantic Treaty Operation, commanding forces from the U. S., United Kingdom, Greece, Italy and Turkey. Upon retirement in 1972, he was appointed by the President as Ambassador to Spain.

Stories such as these do not mean that the sum total of Spanish Heritage, as it concerns the U. S. Navy, involves only heroes and decorations. Sailors of Spanish descent in today's Navy are no different than Navy men and women of Irish, Italian, German or Finnish backgrounds, or any other for that matter. All wear the same uniform, take the same oath and swear to uphold the same Constitution as do their shipmates.

Their backgrounds may be a little different, but a 12-to-4 midwatch is the same grind, the same lonely affair for them as it is for any other Navy man or woman.

One problem that Navy people who are Spanish-Americans sometimes face is that of language. The English language can pose a formidable barrier to the new recruit from a family or area where Spanish is still the primary tongue. Such must have been the case with

Example of modern art, Picasso's "Seated Woman." Below: Seaman Frankie Chavez uses sound-powered telephone aboard dock landing ship USS Portland (LSD 37).



Aviation Electronics Technicians 2nd Class Jose Perez.

Perez, a native of Puerto Rico, who entered the fifth grade not knowing a word of English, is a seven-year veteran now on recruiting duty in Queens in New York City where he has been stationed for the past three years.

...a person who
"tells it like it is"

To Perez and others like him, recruiting isn't a bed of roses; it's the toughest duty of all. A successful recruiter, according to Perez, is a person who "tells it like it is," and doesn't paint the picture to please the prospective recruit.

"We're just trying to get the best possible people for the Navy regardless of their background or heritage," he said.

Some years ago, when he arrived at AE School, Perez thought he would be the only Puerto Rican there. Not so. He found that there were five others in a class of 60.

As far as promotion goes, he said, "It depends on the man, not his background. The Navy doesn't promote people just because they're from certain backgrounds.

"Not only does a person have to pass tests for promotion," he said, "but the Navy has to have a need for him in that rate."

Another of Spanish Heritage, Electronics Technician Tony Miramontes, doesn't play down the problems of Hispanic people in today's Navy; and Miramontes, now with 12 years of service, knows what he's talking about. A naturalized citizen, he was born in Rosario, Mexico, and arrived in El Paso, Tex., with his family when he was five. He, too, didn't know a word of English at the time.

What's the key to recruiting fellow Hispanic-Americans into the U. S. Navy?

Miramontes said, "I try to make them see the future and see that they're going to be better off five years from now because of the Navy.

"I tell them that their experiences, travel and—above all—the learning of a trade will pay off in big dividends in the years ahead."

All their experiences may not be happy ones and travel, as well, could have another meaning. Take, again for example, Commander Everett Alvarez, Jr. Shot down over Hongay Harbor, North Vietnam, on 4 Aug 1964, he spent the next eight years as a prisoner of war, the longest period of time spent as a POW by any American fighting man since the beginnings of this nation.

A native of Salinas, Calif., and a graduate of the University of Santa Clara, CDR Alvarez could hardly have bargained for such an experience at the onset of his Navy career. His experience as a prisoner of war was, indeed, a terrible price to pay for his right to be an American and a naval officer. But he paid it and, in so doing, added to the luster and pride of Americans everywhere.

There are others, thousands of others, who have worn the Navy uniform as officers and enlisteds down through the years. Many merely served their hitch, others completed 20 and 30 years of service. As with all groups of people, fame shone on only a few; opportunity came in varying degrees to others; but all—whether or not they were conscious of it—left their legacy and added their heritage to our Navy.

We could speak of minorities and their struggles, but the ability to overcome obstacles is the hallmark of all Americans from that initial moment when they were all immigrants, entering and giving themselves to "the melting pot," which has become the heritage of a great nation. It is fitting, therefore, to pause and note this sixth observance of Spanish Heritage Week and become aware, in so doing, of the heritage Hispanics also have given the naval service.

J.C.

Church in Saint Augustine, Fla., is one example of Spanish architecture in the United States.



Spain's forgotten leader

Galvez



By Col. E. A. Montemayor, USAF (Ret.)

Spanish King Juan Carlos I, accompanied by a Spanish Honor Guard and American dignitaries, unveiled an equestrian statue in front of the State Department in Washington this past June. He ended his presentation speech with these words, "May the statue of Bernardo de Galvez serve as a reminder that Spain gave the blood of her soldiers for the cause of American independence."

The Galvez statue, one of Spain's Bicentennial gifts to the U. S., was given in memory of a Spanish contribution to American independence that has been long overlooked. It was the Spanish forces on both land and sea that repeatedly defeated British troops in what are now the Gulf states, thus aborting England's plan to attack a young U. S. from the south.

The hero of this story is Don Bernardo de Galvez,

a dashing, brave and dynamic soldier in the finest Spanish tradition. Born in Malaga, Spain in 1746, Galvez came from a family whose members were well placed in government. Following a family tradition of service, he was appointed Governor of Spanish Louisiana at the start of the American Revolution.

Though only 30 at the time, the governor was already a seasoned soldier capable of handling any "frontier" assignment, as he proved time and time again during his seven-year administration.

From the start of his appointment, Galvez displayed partiality toward the American cause even though his country was officially neutral. He disrupted English maritime commerce while making it policy to grant favors to American shipping. He permitted American vessels to fly the banner of Spain while transiting the Mississippi, thus shielding them from British attacks. Cooperating fully with Oliver Pollock, the American

n the Revolution



agent of the Continental Congress in New Orleans, Galvez sent much-needed supplies to both Washington's army and the army in the west. Additionally, he contributed large sums of his personal fortune to further the American fight.

When Spain declared war on England in June 1779, the governor (under the slogan, "The best defense is to attack") began a series of vigorous campaigns against British fortifications along the Mississippi and immediately captured Fort Bute at Manchac, the fort of Baton Rouge, Fort Panmure at Natchez and other positions of military strategic importance.

By November, the Spanish troops had wrested the muddy river from British control, securing it for American navigation, and capturing the lower Mississippi Valley for Spain. These victories were but a prelude to more ambitious campaigns yet to come. Galvez' main objectives were the British outposts of Mobile and

Pensacola.

In January 1780, without waiting for Spanish reinforcements due from Havana, Galvez and a 1200-man contingent of regulars, blacks and militia set sail to begin the assault against Mobile. Despite the loss of several hundred men to shipwrecks in the stormy Caribbean, he launched an attack on February 17. Two days later, five ships arrived from Havana carrying 400 reinforcements from Mexico. The battle continued until March 12, when the fort finally fell.

In recognition for his capture of Mobile, Galvez was made Field Marshal in Command of Spanish Operations in America and received the augmented title "Governor of Louisiana and Mobile."

Before the Articles of Capitulation of Mobile had been signed, the new field marshal began remembering his plan for the conquest of the British port Pensacola, his major and final objective. Pensacola's location gave

it a Gibraltar-like control over navigation and commerce in the Gulf of Mexico, thereby making it strategically important to New Spain and the 13 colonies.

Thirteen hundred troops sailed from Havana bound for Pensacola with Galvez late in February 1781. Galvez sent word to his commanders in New Orleans and Mobile to mobilize their forces by land and meet him in Pensacola. Nine days later, Galvez landed at Santa Rosa Island opposite the objective.

Shortly thereafter, the Spanish Fleet arrived in the bay. When an indecisive sea commander delayed entrance into the port, Galvez took charge. Boarding the brig *Galveztown*, he fired a 15-gun volley to announce his presence to friend and foe, he promptly ordered all sails set for entrance into Pensacola waters. The Pensacola garrison aimed numerous big guns at *Galveztown* and at least 27 shots fell near the brig but none scored an effective hit. Amidst "vivas" and applause,

Galveztown anchored out of the fort's range. Encouraged by this bold example, the entire fleet entered the bay by the following afternoon.

Reinforcements arrived from New Orleans and Mobile and actual battle preparations began. Realizing that a direct attack would probably be too costly in lives, Galvez decided on a siege entailing much more precise preparations. After selecting suitable campsites, he ordered construction of trenches and approaches, and strategic emplacement of artillery. According to plan, as Galvez' troops advanced, they built more field fortifications, enabling them to so batter the British fort that an assault could be launched without great losses.

During the last week in March and most of April, British troops, aided by their Indian allies, continually harassed the Spanish, keeping them constantly on alert and hindering their preparations for the siege. During the entire month of April, daily skirmishes delayed the





siege and both sides suffered casualties.

Early in the morning of May 8, the British resumed their daily bombardment of the Spanish working parties outside the fort. The Spanish replied with a howitzer attack, scoring a direct hit on the British magazine directly in front of the fort. The ensuing explosion killed 105 British soldiers and severely damaged the fortification.

Galvez immediately dispatched light infantry to the smoking ruins and opened fire on an adjacent enemy redoubt, wounding its commander and 30 men. So exposed was the fort to Spanish fire and so vulnerable to a full assault, its commander was forced to surrender. Galvez had won another stunning victory.

Substantial rewards from the King of Spain followed: he was promoted to the highest military rank and also made a count; he was appointed Governor of West Florida as well as Louisiana and Mobile; and his salary was set at 10,000 pesos annually. Finally, "to perpetuate for posterity the memory of the heroic action in which you 'alone' forced entrance of the bay, you may place at the crest of your coat-of-arms (a silhouette of) the brig Galveztown with the motto 'Yo Solo' (I Alone)."

Bernardo de Galvez, a dedicated and energetic patriot, stands out as one of Spain's most illustrious, dynamic, colorful figures. His exploits won land for Spain, and provided monumental assistance to a young America at a time when her fight was unsure. He proved himself a gentleman and a soldier of the first order in the glorious contest for liberty and, as if nothing remained yet to do, he died at the height of his youth—like the classic hero.

Galvez' statue in Washington is an inspiration to millions of today's Hispanic-Americans who are justifiably proud of their Spanish heritage and the role this great Spaniard played in America's fight for freedom.

The capture of Pensacola, May 8, 1781; reproduced from the collection of the Library of Congress.

Retired Air Force Colonel Ernest A. Montemayor is the author of the recently published book "Yo Solo: The Battle Journal of Bernardo de Galvez," from which this tale was extracted. Montemayor, who until recently was executive to the administrative assistant to the Secretary of the Air Force, is now the director of the Hispanic-American Genealogical Associates of Washington, D. C. The colonel saw service in the Navy as an enlisted man during World War II, later enlisted in the Air Force, and was commissioned in 1953.

Sailor of the Year

By JO2 Dan Wheeler



Editor's note:

Since its establishment in 1972, the Sailor of the Year Program has been an important adjunct to the Chief of Naval Operations' overall "people programs" designed to recognize and reward outstanding Navy men and women. The competition is open to virtually all active duty people in paygrades E-4, E-5, and E-6.

Those selected as Sailors of the Year receive a meritorious promotion to the next higher paygrade, an all-expense paid trip to Washington, D.C., five days' rest and relaxation at the CONUS location of their choice, and the opportunity to serve a year's duty as assistant to their respective Master Chief Petty Officer of the Fleet. The Shore Establishment Sailor of the Year may choose to serve with the Master Chief Petty Officer of the Naval Education and Training Command.

They are:

Pacific Fleet Sailor of the Year, Chief Master-at-Arms Thomas C. Wallace, nominated by USS Dixie (AD 14); Atlantic Fleet Sailor of the Year, Chief Hull Maintenance Technician Randolph R. McClary, nominated by USS Claude Ricketts (DDG 5); Shore Establishment Sailor of the Year, Chief Hull Maintenance Technician Ararat (Eric) Krikorian, nominated by Naval Reserve Center Seattle (Wash.).

All eyes were on Secretary of the Navy J. William Middendorf II as he spoke of "... remarkable records. All three of you are remarkable or you wouldn't be here. You're the best of the best, the finest of the finest."

Blind to the numerous mementos, models and other impressive memorabilia on display in the dignitary's Pentagon office, every guest saw only the Secretary, the Chief of Naval Operations and the three being honored.

The Navy's highest ranking official appointed the 1976 Sailors of the Year to the rank of permanent chief petty officer, and presented each with a plaque commemorating his selection. Award/promotion ceremonies, routine occurrences in military life, generally elicit little visible emotional response from spectators. This one was different.

As the accomplishments of each individual were cited—Silver Star for gallantry in Vietnam; Purple Heart; Navy and Marine Corps Medal for heroism at sea; Navy Achievement Medal—men squared their shoulders a little more and the women present dabbed at their eyes. It was patriotism, flag-waving, public spirit, call it whatever you like, but each sailor, relative and guest in that office was visibly proud to be part of a Navy boasting such outstanding members as the three newly appointed chiefs.

Not all that awestruck or impressed, little Amy Wallace, daughter of the Pacific Fleet Sailor of the Year, began to talk aloud and squirm impatiently. With tact befitting his office, Secretary Middendorf offered Amy an opportunity to sit in his high-back chair behind his

The Sailors of the Year received their awards from Secretary of the Navy J. William Middendorf II and Chief of Naval Operations Admiral James L. Holloway III, in SecNav's office.

desk. No one refuses an offer from the Secretary of the Navy. No one, that is, except a disinterested two-year-old. "No thank you," she said and quietly returned to her daydreaming.

The Secretary then read a telegram which subtly reminded each of the boot chiefs that they had yet another ceremony to attend upon their return to their commands—their chief's initiation. This cable read: "Please convey to Petty Officer Krikorian our heartiest congratulations on his selection and appointment and advise him to stand ready to appear before his peers upon his return to Seattle. Signed, Chief Petty Officers Seattle Reserve Center."

"It looks like you're in REAL trouble now. Even though you were personally appointed by the Secretary of the Navy, I don't think you'll get out of this one," said Secretary Middendorf.

While all the Sailors of the Year are exceptional individuals, one—Chief McClary, who's single—enjoys a unique distinction. He's probably the only sailor who ever asked his grandmother to be his liberty partner on R and R. They went to Cincinnati, the home of his sister.

"When he (McClary) called me and said he was taking me with him, I could not help from screaming. I just couldn't believe it," said Mrs. Isabell Williams, the grandmother. "I'm telling you, it was just a shock to me. I've plenty reason to be proud."

Mrs. Williams, a Florida resident, raised the chief from the time he was six months old and was present when the CNO congratulated the selectees. After she had posed for pictures with the CNO and her grandson, Mrs. Williams mentioned that she would like copies of the photos to keep.

"You'll certainly get them," responded the CNO smilingly. In appreciation, Mrs. Williams gave a somewhat surprised Chief of Naval Operations a peck on the cheek.

The Fleet Reserve Association paid expenses for travel and lodging in D. C. for the dependents, and also paid their expenses while accompanying their husbands (and grandson) on R and R. Chief Krikorian and his wife, Donna, chose Disney World in Orlando, Fla., to spend their "second honeymoon," and Chief Wallace, accompanied by his wife, Sandra, and their three children, went to Lake Tahoe, Nev.

"Taking the children with us to Lake Tahoe was sort of a mistake," confided Sandra. "In the planning stages we were told that we couldn't take the children so we picked Lake Tahoe as a second honeymoon spot. Had we known, we would have chosen a more suitable place. Now, we'll be alone—just the five of us!"

Honeymoon atmosphere or not, the vacation is a well-deserved liberty for each of the winners. Chief Wallace, with 14 years' service, was an Operations Specialist before converting to the master-at-arms rating, has served two tours aboard aircraft carriers and three tours ashore in Vietnam, and has had duty in a destroyer tender and amphibious assault ship. While with Commander River Patrol Forces in Vietnam, he was awarded the Silver and Bronze (with Combat "V") stars, and the Purple Heart.

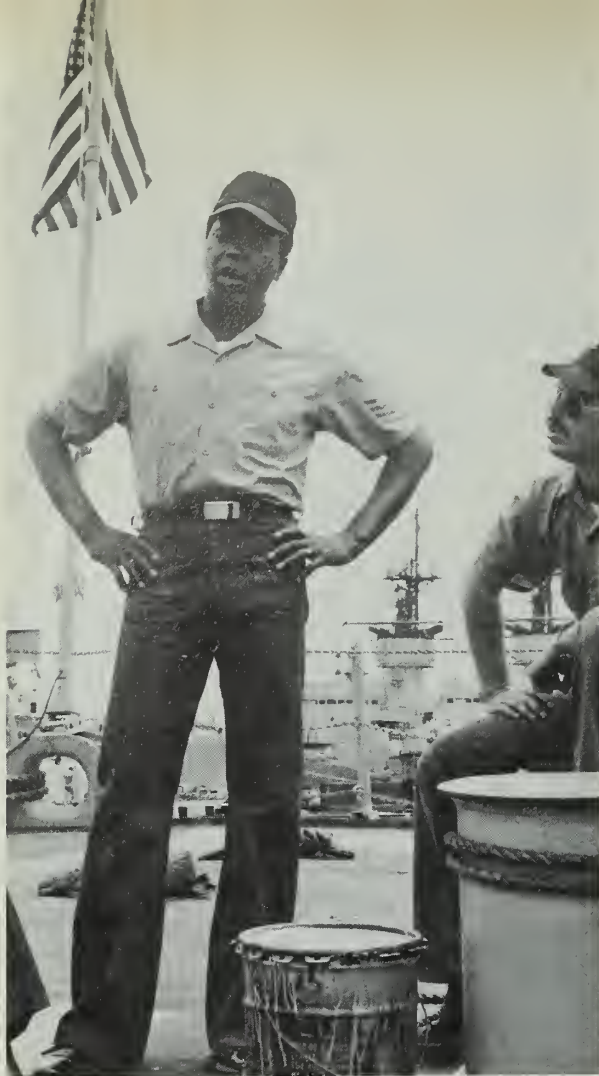


Pacific Fleet: Master at Arms First Class Thomas C. Wallace.

Chief McClary, a veteran of 11 years' service, earned the Navy and Marine Corps Medal for heroism following the *Belknap-Kennedy* collision, when he conducted firefighting and damage control efforts from USS *Claude Ricketts*. According to his commanding officer, Commander Robert C. Powers, "McClary's leadership has been tested and proven in crisis . . . his strong leadership in days prior to the incident produced the damage control teams that made the difference between life and death for a ship of the U. S. Navy."

Chief Krikorian, youngest of the group and a veteran of nearly eight years, is credited with saving the Navy thousands of dollars through Self-Help construction and supervision. "I couldn't see paying someone else to do work which we would do just as well and at the same time do it for less," said the chief. For his efforts, he was awarded the Navy Achievement Medal. Additionally, he performs volunteer construction and repair work for local senior citizen groups in the Seattle area.

All three winners devote some of their liberty hours to volunteer work with local community civic organizations, yet none credits this type of effort with being the deciding factor in his selection as Sailor of the Year. Each, instead, sees his day-to-day work and attitude toward his job as the most important attributes. (→)



Atlantic Fleet: Hull Maintenance Technician First Class Randolph R. McClary. Photo PH3 Phillips-Putnam.

"I think the most important characteristic of a Sailor of the Year should be motivation—taking pride in his work and putting out 100 per cent every day," said Krikorian. "People often criticize me because, when I do a job, I add a little extra touch that's not required. That touch makes it perfect in my eyes. I might have higher standards than some, but I like it that way."

Born in Austria, Chief Krikorian proudly explained that his father, now a contractor in the U. S., always set high standards, and Krikorian continues to set high standards for himself. Since enlisting, he has reached one personal goal after another, regardless of how many hours were required or what the personal sacrifice. These "golden" steps are his day-to-day motivation.

Nor does Krikorian plan to rest on his laurels. "My goal is to get a commission," he said. "I feel I can do more for the Navy and myself as an officer than as an enlisted man."

Wallace, another self-starter, agreed that motivation was essential, but carried it further. He thinks that leadership on the petty officer level is just as important. "Good, positive, solid, inspirational leadership is the key," Chief Wallace said. "I believe in leadership by example and feel that we have a lot of petty officers

who lack this characteristic. Every petty officer has to lead by example."

One who proved his leadership capabilities during a crisis, McClary agreed that petty officer leadership is a problem in the Navy today, yet he didn't feel it was the most pressing problem we face. "Number one, in my opinion," said McClary, "is drugs. It's not lack of drug education—we've plenty of that—and it's not lack of effective programs to deal with abusers. I don't think the deployments are a major contributing factor toward drug abuse either. It's caused by people not having a goal.

"What the Navy needs is some kind of goal, some kind of program, where sailors can get high on achievement. If a young man or woman can get it into his mind that he can get high on education, for instance, that would curb the abuses," suggested McClary.

Krikorian had still another idea about the solution. "Give people more responsibility," he said. He believes that every person should be allowed to prove himself. The only way this can be accomplished is to put him in charge of some task, no matter how small. "You do this," said Krikorian, "and he'll try to make something of himself. That's the solution to drug and alcohol abuse."

Wallace, the senior of the three, sees poor leadership, and drug and alcohol abuse as problems that go hand in hand; both have their roots in job dissatisfaction. He has seen sailors advanced to petty officer status in ratings in which they had little interest—ratings they chose even before going to sea.

"It doesn't matter how much you teach a man in boot camp," said Wallace, "he doesn't know what he's getting into when he comes aboard a ship. That's his first opportunity to see what the ratings are really like. Unfortunately, by that time, it's too late for many to change."

Consequently, Wallace feels, a man is locked into one rating while his interest lies in another. This situation affects his leadership capability, his attitudes toward the Navy and the way he performs on the job. "A man has to be happy in what he's doing. The solution is more on-the-job training and greater flexibility in choosing what rating to enter," he said.

The wives, too, see problems facing enlisted families. The biggest one, said Sandra Wallace, "is learning to get along without Dad. A wife just has to assume all the responsibilities and be very supportive when the husband is at sea."

Donna Krikorian married Eric when he was already in the Navy and didn't know what was expected of a Navy wife. "I would say 'You've done your duty; let it go,' but he wouldn't. I can never plan things because every time I do, Eric's plans change at the last minute," said Donna. "Now I understand the sacrifices and it's paid off for us."

The two married chiefs—Wallace and Krikorian—were quick to point out that Dad has problems being separated from the family too, and it's essential that Navymen don't have to worry about their families being taken care of while they are away. "This requires a special breed of wife," said Wallace, "and she's just

as important to a sailor's career as his being able to do his job."

In spite of the hardships involved, all three believe the advantages outweigh the disadvantages. The most important advantage, in McClary's eyes, is the opportunity for education. "I have two NECs in professional welding and I've attended so many schools I can't count them," McClary said. "Education is what kept me in the Navy and I think it would keep others in also if more schools were given to first-term enlistees."

Wallace said the Navy's greatest advantage is "the opportunity to prove one's self, to learn one's capabilities and be a part of the defense lines of the country. I believe in it and always have."

Krikorian doesn't consider the pay or the benefits as decidedly important. "I think the greatest advantage of a Navy career is the opportunity to serve your country. I'm from the old country and my family came here for freedom. I want to protect that freedom and being in the Navy is my chance. I'm proud to wear this uniform and be called a Navyman. I've had a good life in the Navy, I have no regrets."

When asked, "What was your initial reaction to being selected Sailor of the Year and how did you find out?", each winner said it was a total surprise. The similarity ends there. No doubt, the details will be related many times in the future as each relives the events that followed. In their own words, this is how each found out:

MAC Wallace: The chief master-at-arms and I had gone to the bank with cash to get a single check for the ship's (USS *Tarawa*, LHA 1) commissioning party. (Although nominated by USS *Dixie*, Wallace was stationed in USS *Tarawa* when he got the news.) When we returned, there was a message on the quarterdeck stating that the XO wanted to see us immediately. When we got to his office, he grabbed me and hustled me up to the captain's cabin. All the while I was trying to explain to him, "Here's your check, the cash money is in the bank." He just wouldn't listen. As soon as I walked into the captain's cabin, the captain jumped up and congratulated me saying he wanted to be the first. I couldn't believe it.

Sandra Wallace: Tom called me at work to tell me. I yelled, "He got it!" and the entire office began yelling "He got it. He got it."

MAC Wallace: I was calling from the captain's cabin and finally Sandra asked me where I was phoning from. When I told her, her voice lowered and she said, "You're going to get into trouble if you don't get out of there and hang up his phone."

HTC Krikorian: Just like Tom, it caught me by surprise. I was on leave when Donna came out to the yard and told me I had to go to the office right away because the captain had called and said I was in "big trouble."

Heck, I was pouring cement and couldn't leave right then—you can't stop in the middle of pouring cement for anyone. Besides, how could I get in trouble on leave? I finished with the cement about a half-hour later and called the center. I asked to speak to my chief but the person who answered said the captain had left strict

orders to transfer my call directly to the captain's office.

Well, here goes. I thought just as the CO answered, "This is HTI Krikorian," I said.

"Congratulations, Chief," the CO said.

"No, Sir, this is HTI Krikorian." I didn't know what to expect so I played it safe. He said, "Congratulations, Chief" about three times and finally told me I was the Sailor of the Year. It didn't hit me at first, but now I'm really enjoying it.

Donna Krikorian: When the captain called, I wanted to run out and tell Eric right off, but he wouldn't let me. I could barely control myself and I thought surely Eric would notice me smiling when I gave him the "in trouble" line. In fact, by the time Eric called, I wasn't sure I had heard correctly. So I had to ask him what the captain had wanted, just to make sure.

HTC McClary: To begin with, I didn't think I was going to win because there was some very tough competition. Still, I went ahead with a straight, positive attitude that I was going to win. When I saw the other sailors I was competing against at the interviews, I thought, "There ain't no way," but I answered the questions as best I could and they were impressed with my record.

I sat next to the admiral at the banquet where the winner was going to be announced. When they called my name, all I could say was "Omigod." I was so surprised. I had wondered how come they seated me, a first class, next to the admiral. It never dawned on me that that was the reason!

Shore Establishment: Hull Maintenance Technician First Class Ararat (Eric) Krikorian. Photo by PH1 Bentley.



They Learn to Keep Their Powder Dry at Indian Head

By JOC Bob Rainville



Prospective EOD men don protective clothing while training with radioactive detection equipment.

The situation is tight. Beads of sweat drip from the sailor's brow. A cable drapes innocently across the bomb. Slowly he moves it to one side. "Click"—an explosion shatters the stillness. The "click" told the sailor he had made a mistake; the sound of the explosion drove the point home.

Despite the bomb "blast," he isn't injured.

It's an exercise for students training in a different, challenging field—explosive ordnance disposal.

The Navy's Explosive Ordnance Disposal (EOD) community is small—totaling little larger than a destroyer crew. Its members are select officers and enlisted personnel trained to detect, identify, defuse and dispose of all known types of U. S. and foreign explo-

sive ordnance. Such ordnance can be the simplest six-pound Civil War cannonball, a large bomb, or even the latest *Sidewinder* missile. They may constitute hazards on land or under the sea, wherever discovered.

Explosive ordnance disposal can be traced to World War II and the German blitz. Complex mines and bombs were fused by the Germans to detonate from one to 80 hours after having been dropped on British cities. About five per cent of all the bombs dropped failed to explode and the British were forced to detonate them.

A growing need for disposal teams in the United States Forces in WW II led to the establishment of the Mine Disposal School at the then Naval Gun Factory

in southeast Washington, D. C., and the Bomb Disposal School at nearby American University. Graduates had access to detailed information on all types of Axis ordnance and their assistance was invaluable in clearing mines, dud aerial bombs and booby traps from channels, harbors and captured airfields.

After the war, these two schools were combined into U. S. Naval School Explosive Ordnance Disposal at the Naval Powder Factory, Indian Head, Md., which is now the U. S. Naval Ordnance Station.

In 1971 the Navy was assigned the responsibility for all explosive ordnance disposal technology and training for the Department of Defense.

EOD school today is a multiservice school; instructors and students represent all service branches. In this "explosive" atmosphere the students are taught the rudiments of ordnance disposal.

"Training is tough, demanding and challenging," said Commander David L. Schaible, commanding officer of the school. "Only the best wear the EOD insignia after completion of the 35-week Navy course."

The EOD students arrive at the Indian Head facility after two weeks of basic ordnance training at the Army's Redstone Arsenal in Huntsville, Alabama. While at Redstone, the students learn to identify and defuse chemical and biological munitions, and become familiar with the hazards of working with them.

There are several training courses at the Indian Head facility located on a wooded Maryland peninsula near the shores of the Potomac River, 25 miles south of Washington, D. C. Each is geared to the mission requirements of the particular service. Only Navy personnel, for example, receive underwater training.

Eleven college credit hours are received by Navy students who complete diver training and they can earn up to 15 college credits for basic EOD training. Disposal men also receive diving pay, go through special processing procedures for advancement opportunities, and are on a 36-month sea-shore rotation.

After graduating they are usually assigned as a member of a team which consists of an officer and two or more enlisted personnel. These teams are part of EOD Group One in Hawaii or Group Two at Fort Story, Va. From these locations they are assigned to ships and task forces requiring EOD teams for explosive ordnance operations—such as Operation End Sweep off the coast of Vietnam and Nimbus Moon in the Suez Canal.

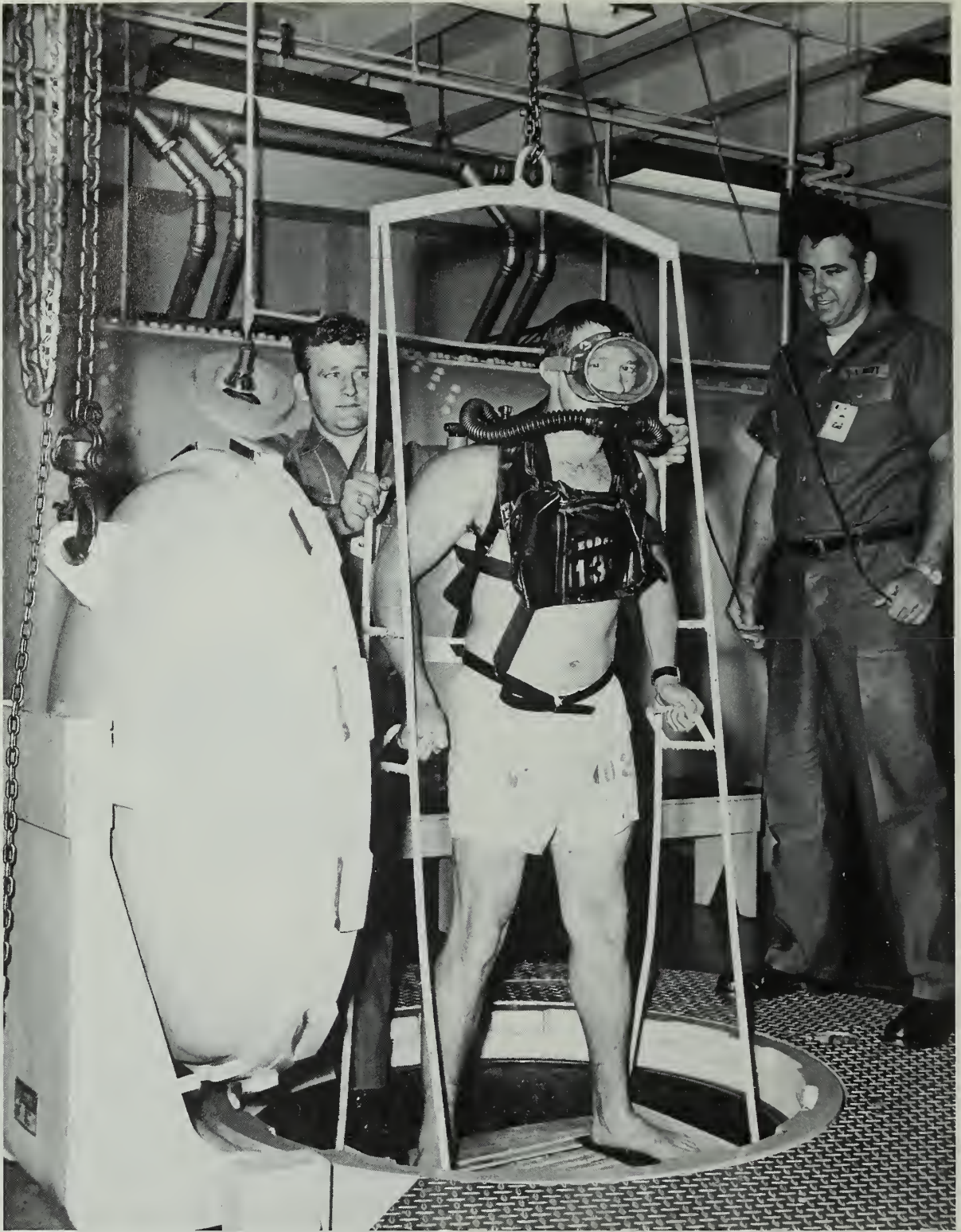
Shore billets available to EOD personnel include duty at naval air stations, ammunition depots, weapons stations and ordnance test facilities. After four years in the field, an EOD man may return to the school as an instructor—bringing to class the benefit of having worked with many of the techniques and munitions he will have to teach.

EOD operations are varied. Team members may be required to disarm a piece of ordnance on a Civil War battlefield, or, thousands of miles at sea, defuse a bomb on the flight deck of an aircraft carrier. Civilian authorities often borrow EOD personnel to assist in handling and disposing of dangerous explosives.

(→)



An instructor watches as a student enters the Explosive Ordnance Disposal pool during the scuba phase of training.



A student emerges, following his qualifying dive in the school's pressurized tank.



Classroom instruction is followed by a trip to the practice area to defuse inert ordnance.

Training at Indian Head is divided into three phases: surface ordnance, underwater ordnance, and nuclear weapons disposal.

"Each training phase is difficult and extremely technical so the EOD students can meet any explosives problem found in the fleet," said CDR Schaible. "When they leave here they are professional."

During training, students receive ample opportunity, through classroom and field exercises, to identify and disarm most explosives. They learn their most important tools are the EOD publications. These contain information for identifying and defusing all known munitions. Virtually all types of fusing and explosive devices ever used have been collected as training aids for the students.

Students obtain practical experience defusing various types of munitions. They are given a problem and proceed to disarm a munition. This ordnance has been wired to a one-pound block of TNT which is submerged in a nearby water hole. At the slightest wrong movement it will detonate. The only harm to the student may be a small shower of water.

Training for Navy personnel involves swimming, including an introduction to scuba and scuba gear maintenance. A majority of the swimming instruction is completed in the swim tank and pool where students gain confidence. Students also make dives in the nearby Potomac and the pond at the Indian Head facility.

Diving training also includes deep-sea, hard-hat diving. At the completion of the swimming course students are certified as qualified divers.

Training does not end with departure from school. Keeping up with the latest developments in munitions disposal is important to the EOD team member. After each completed field assignment a report is sent to EOD school for analysis and evaluation. Many times this results in a change to EOD procedure manuals.

EOD specialists maintain their qualifications by returning every three years for a six-week refresher training course.

If you would like to have the opportunity for faster advancement and have a job that is different and exciting—check into Explosive Ordnance Disposal and "get a bang out of life," well, at least figuratively.

Blacks at the Naval



Midshipman First Class Mason C. Reddix Jr., the first black brigade commander at the Naval Academy, leads the pass in review.

Academy

By Del Malkie



It was a typical Naval Academy dress parade—4300 midshipmen marched in precision in the Annapolis spring weather. But the man who gave the “pass in review” order wasn’t typical. Mason C. (Chuck) Reddix, was the first black Brigade Commander, (the number one ranking midshipman), in the Naval Academy’s 131-year history.

Just as important was the fact that 400 other minority midshipmen, 200 of them black, in all classes and at all ranks were scattered throughout the rest of the brigade. It was quite a change from the situation just six years ago when 23 blacks were midshipmen at Annapolis.

The single most important factor in the rapid increase in the number of minority midshipmen has been the intensive recruiting efforts to spur the interest of young men, and now women, in black, chicano, oriental and other minority communities. The academy began minority recruiting in 1970 when it assigned a black officer to be the advisor for minority affairs in the Academy’s Candidate Guidance Office. A Mexican-American officer later joined the staff.

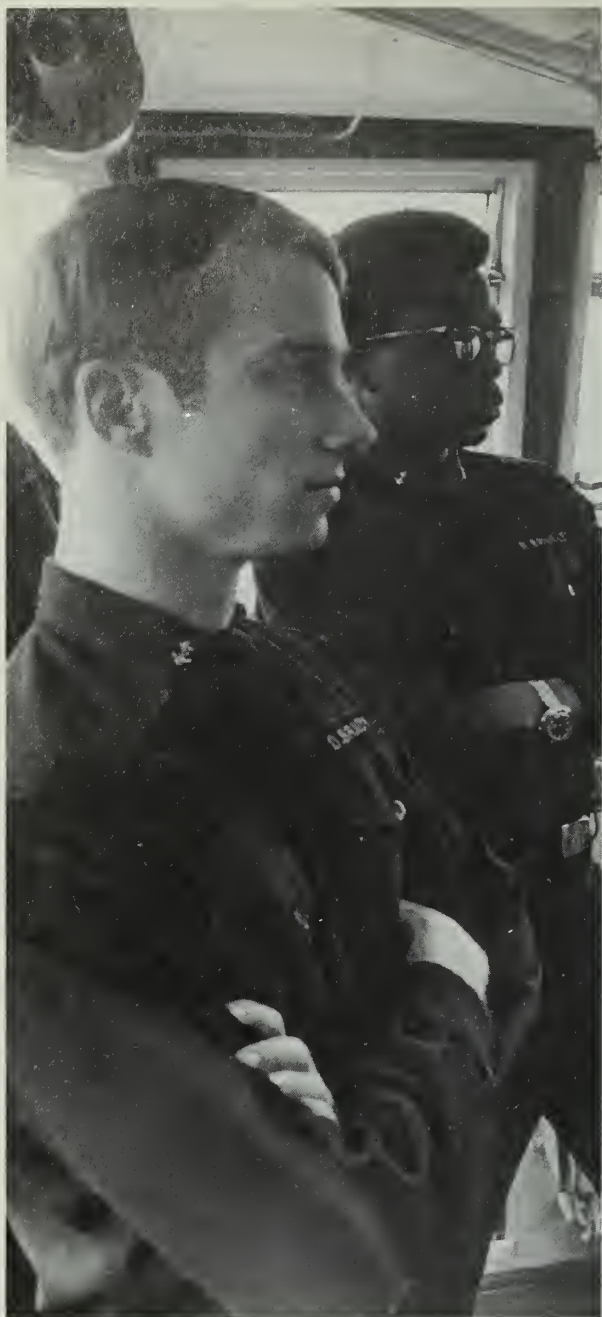
The minority advisors traveled around the country talking to high school students about opportunities at the Naval Academy, but they made a special effort in areas with large groups of minority students. The minority advisors also worked with high school principals and counselors, contacted minority organizations and professional groups and appeared, as well, on local radio and television programs.

Since the push to recruit minority midshipmen started in 1970, the number of black midshipmen, alone, has increased almost tenfold. Fifty minority men, 38 of them black, graduated in June with the class of ’76.

“And they’re quality students,” said Lieutenant Commander George Gaines, a black officer who in June wound up his three-year tour of duty as the Academy’s Advisor for Minority Affairs. “The Academy’s tough entrance requirements have not been lowered to boost the numbers of minorities. The minority midshipmen here could easily have gone to any other college or university.”

The class of ’76 bears out Gaines’ statement. Not only did they produce the first black brigade commander in Chuck Reddix, but also they saw one of their classmates, Jordan B. Smith of St. Louis, Mo., become the first black color company commander.

Smith then chose the Naval Academy’s first black color girl, Stephanie McManus, to present the colors



to his company in the traditional June Week color parade.

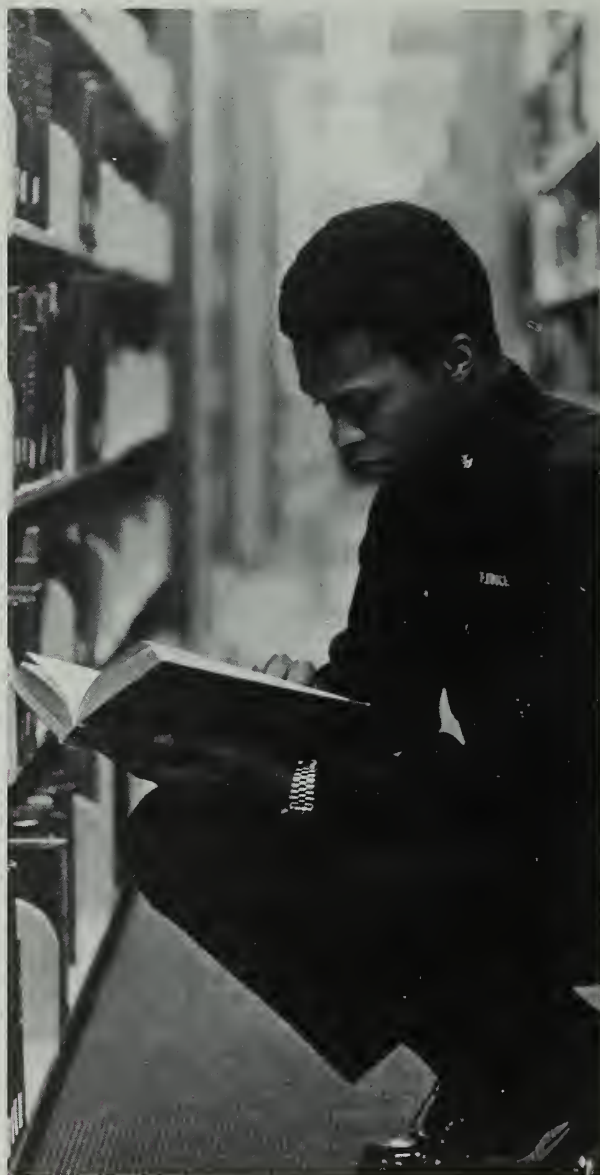
Another black midshipman in '76, who graduated with honors, will enter medical school in the fall, to eventually become a Navy doctor. And it was a black in the class of '76, a lacrosse player, who won the Naval Academy Coaches' Award for the "varsity letterman of the graduating class selected by the varsity coaches as outstanding in leadership, loyalty and consistent effort in every field, including academics." Many other minority men in '76 served as company, battalion and regimental commanders.

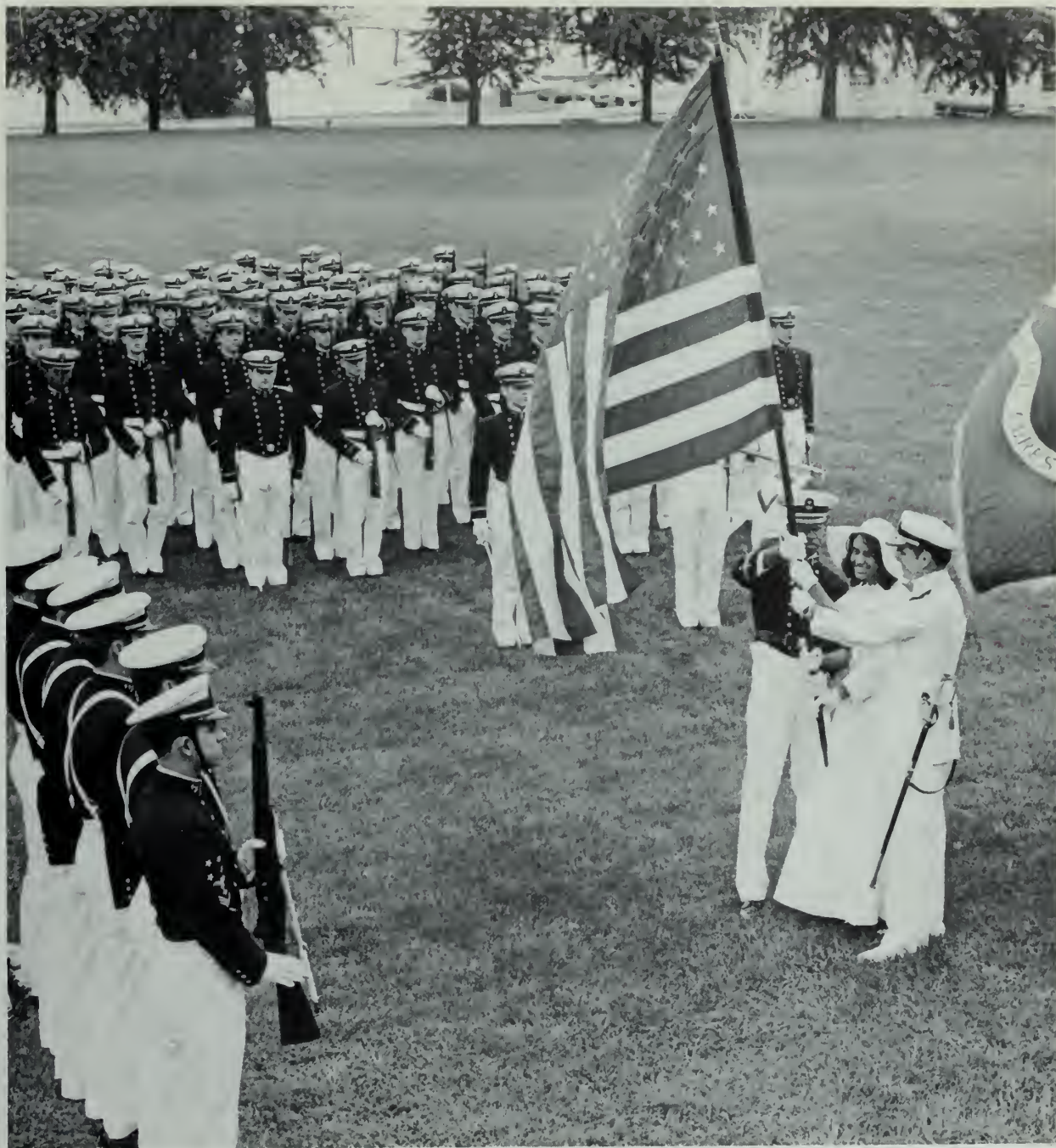
Along with the increase in the number of minority midshipmen have come different feelings about the Academy by the minority students. Black midshipmen who graduated in 1970 and '71 admitted that it was occasionally difficult to be one of only 20 or 30 blacks in a brigade of 4300 men.

"But I've noticed a definite change since I was a plebe," said Smith. "I think it was harder on the blacks then, but when the Navy began to change its policies on minorities, things seemed to change here."

Though minority midshipmen agree that treatment at the Naval Academy is generally equal for all midshipmen, Gaines says that the Navy's image on the racial

LEFT: Midshipmen use the Academy's 80-foot patrol boats for classroom instruction in navigation, shiphandling and communication. Below, a midshipman searches for that additional piece of information in the Academy library.





question does not make the Academy's recruiting job any easier. "I found that many civilian students have the idea that the Navy is the same as it was a generation ago. I had to work as much to change the image of the whole Navy as I did talking up the Academy."

But the picture at Annapolis looks completely different than it did only five years ago. Minority midshipmen are involved in every phase of life at the Academy, and there are few firsts left to achieve. The Naval Academy can now point to minority graduates who include the commanding officer of a destroyer,

1976 Academy Color Girl, Stephanie Belinda McManus is assisted by Rear Admiral Kinnaird R. McKee as she transfers the colors during June Week Color Parade.

nuclear power officers, SEALs and aviators.

Hopefully the minority picture at the Naval Academy will continue to change until, says Gaines, "the ratio of minorities here one day reflects the percentage of the population. We are about halfway there as far as the number of blacks. The ratio is even closer for other minorities. We are moving in the right direction."

Medical Benefits for

Because of constantly changing financial and personnel resources, no other aspect of service life fluctuates more frequently than medical benefits, especially as they relate to dependents of both active duty and retired personnel. An integral part of these benefits is CHAMPUS, the Civilian Health and Medical Program of the Uniformed Forces.

CHAMPUS was brought about some years ago to help take the strain off services provided the military population by the various military dispensaries and hospitals around the world. However, CHAMPUS has itself undergone changes—some extensive, others minute—almost since its inception. Changes of late have been most frequent.

PATIENTS	UNIFORMED SERVICES FACILITIES		CIVILIAN HEALTH
	Hospitalization/Outpatient		Hospitalization
Spouse or child of active duty member	On a space-available basis		Eligible, but may need nonavailability statement
Retired member Spouse or child of retired member Surviving spouse or child of deceased active duty or retired member	On a space-available basis		Eligible unless age 65 or older and entitled to Medicare (Part A). Also, may need nonavailability statement.
Dependent parent or parent-in-law of active duty, retired, or deceased member	On a space-available basis		Not eligible
COSTS	Hospitalization	Outpatient	Hospitalization
Spouse or child of active duty member	\$3.90 per day (rate reviewed annually)	No charge	\$3.90 per day or \$25, whichever is greater (rate reviewed annually)
Retired: Enlisted Officer Spouse or child of retired or deceased member	No charge Subsistence 3.90 per day (rate reviewed annually)	No charge No charge No charge	25% of the allowable medical facility charges and professional fees
Dependent parent or parent-in-law of active duty, retired, or deceased member	\$3.90 per day (rate reviewed annually)	No charge	Not eligible

the Service Family

The accompanying chart does not, nor can it totally, provide all the information one needs to know about the ins and outs of CHAMPUS and how that service directly relates to the entire naval population. The chart does, however, list those who are either eligible or ineligible for such services as hospitalization, outpatient care, care of the handicapped, and the current costs

involved.

You should contact your local health benefits counselor for particulars regarding care under the program. Remember CHAMPUS, like the entire military medical care program, is a changing thing. Do yourself and your family a favor by keeping abreast of changes.

HEALTH AND MEDICAL PROGRAM OF THE UNIFORMED SERVICES

Basic Program	
Outpatient	Program for the Handicapped
Eligible	Eligible
Eligible unless age 65 or older and entitled to Medicare (Part A).	Not eligible
Not eligible	Not eligible
Outpatient	Program for the Handicapped
20% of allowable charges above the deductible (first \$50 each fiscal year—\$100 maximum per family)	Patient's share per month depends on paygrade of sponsor—\$25 for E-1 to \$250 for O-10. CHAMPUS pays remainder up to \$350 per mo.
25% of allowable charges above the deductible (first \$50 each fiscal year—\$100 maximum per family)	Not eligible
Not eligible	Not eligible

College Prep. Program Gives Students a “BOOST”

Are you motivated to dedicate yourself to long hours of study? Do you feel that you can overcome any academic deficiency? Finally, do you sincerely want to become a naval officer?

If you answered yes to all these, then why not look into the Broadened Opportunity for Officer Selection and Training (BOOST) program? This December, up to 200 candidates will be selected for next year's class convening in March 1977.

BOOST, a college preparatory school at the Navy Service School Command in San Diego, prepares enlisted personnel so they can compete on an equal basis with other students in programs leading to a commission.

Attending the school and successfully completing the BOOST curriculum does not guarantee selection for a scholarship program or appointment to the Naval Academy. However, one-third of the students

graduated so far have entered one of these officer procurement programs.

"The original intent of the program was to give educationally deficient minorities an educational boost to enter officer candidate programs," said Commander Rudy McAfee, program director. "However, BOOST is no longer a minority only program and we encourage anyone with an academic deficiency who wants to be an officer to apply."

Still, there are not very many who apply for BOOST. Only 400 applied last year, according to Navy Recruiting Command's Officer Programs Division which

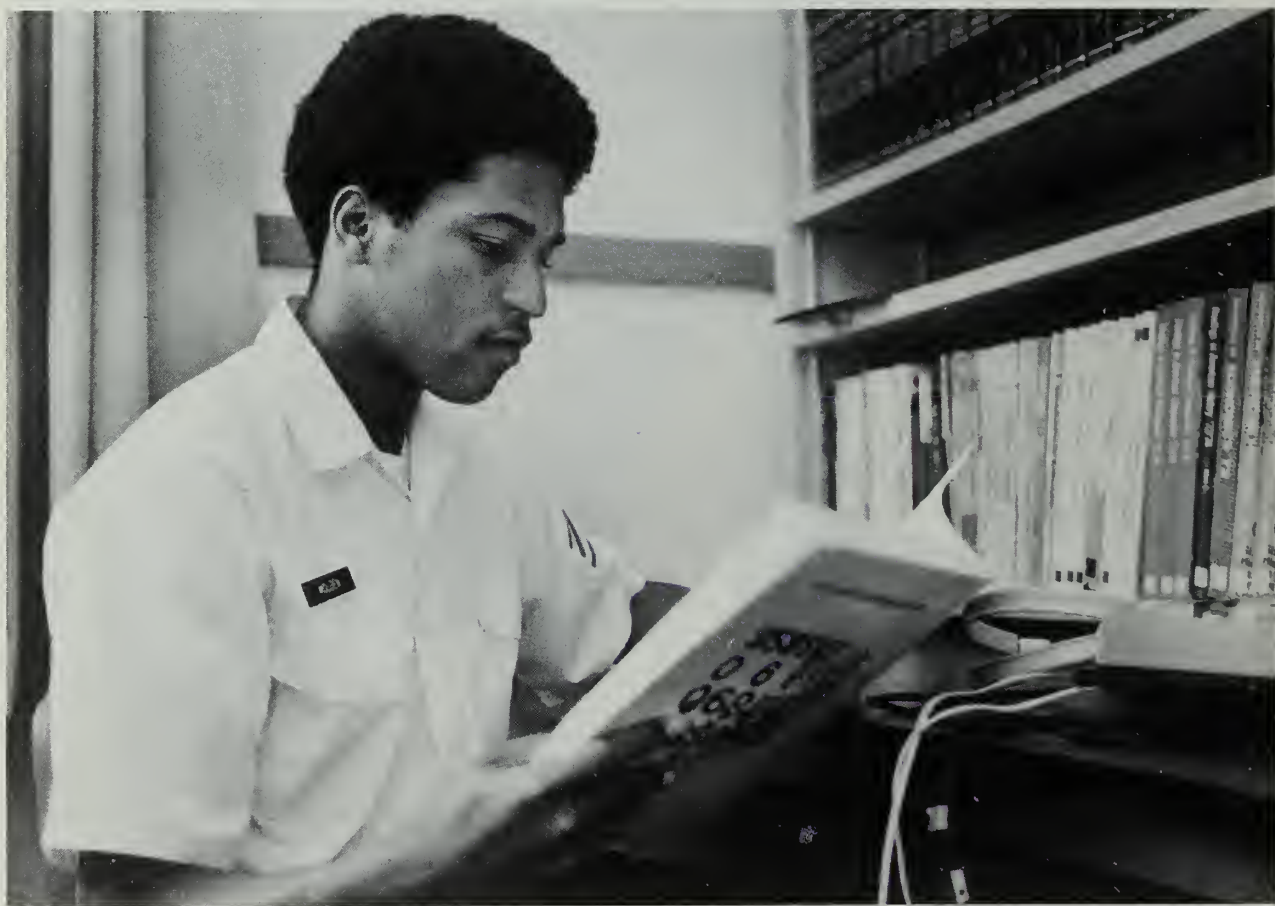
Right: The end of another school day gives BOOST student, Airman Harold Molden, time to relax before his studies and brings him one day closer to his goal of a Naval Academy appointment. (Photo by JO2 Stephen Wilders)



"BOOST"

Right: Lieutenant (jg) Theresa Ware-Asbury explains the procedure for a student to follow in applying for the Naval Academy. Below: BOOST student, Airman Harold Molden, studies for an exam. (Photos by PH3 Bob Weissleder)

Far right: Radioman Third Class Johnnie M. Oliver and Aviation Electrician's Mate Allen R. Voigt check the procedures they will follow for a chemistry experiment.



selects applicants for the program. Recruiting Command officials find some are overqualified and some are simply not qualified.

BuPers Manual 1020360 and BuPers Note 1500 contain current information on application procedures and qualifications. One prerequisite for BOOST, which cannot be waived, is a combined GCT/ARI of at least 100.

"For entrance into many officer programs, however, individuals need combined scores of 115 or 120," said CDR McAfee. "By completing BOOST training, students can expect to raise their scores 15 or 20 points, but not much more."

"When selecting applicants the board initially looks for motivated, ambitious people who may not have had the opportunity to devote their efforts to academics before entering the Navy, such as those from large, single-parent families," says Lieutenant Sharon Reynolds at the Navy Recruiting Command. "It helps if an applicant has successfully completed a few courses at a local community college or university during off-duty time," she added.

Aviation Electronics Technician Airman Harold Molden is a typical BOOST student. His goal is to attend the Naval Academy and, possibly, some day become a naval aviator.

Airman Molden's BOOST training is divided into two areas. The first is college preparatory studies in communications, science and mathematics. These subjects are equivalent to those taught in high school. The

second area consists of several college level courses. In his particular cycle, Molden will earn only 15 college credits by the time he completes his BOOST training. Others can earn up to 28 college credits for studies in English, physics, chemistry and mathematics.

On the personal side, Airman Molden receives counseling when needed. His counselor, Lieutenant (jg) Theresa Ware-Asbury, said, "My psychology background and human resource management training help in this assignment. I'm responsible for 21 students' personal, professional and academic counseling. I help them pursue programs for which they are eligible. If they are not eligible, I try to help them get qualified."

BOOST does not give away unearned credit. Graduation requires satisfactory completion of all courses. Students who do graduate obtain a chance to apply for one of three service programs leading to a commission. These are: NROTC (Naval Reserve Officer Training Corps), NESEP (Naval Enlisted Scientific Educational Program), and the Naval Academy.

"Sixty-seven per cent of the last graduating class were accepted into officer procurement programs," said CDR McAfee. "Should a student graduate but not be selected for an officer program, he returns to his rating and may apply directly for officer procurement programs the following year. The student leaves BOOST with his college credits and is encouraged to continue his education."



from the desk of the **Master Chief Petty Officer** of the Navy

The Detailing Process

Since becoming the Master Chief Petty Officer of the Navy I have been in a unique position to be intimately aware of the concerns of the fleet through my visits to ships and stations, the letters that come into my office and the many phone calls I receive. It is when I receive many questions and requests for assistance on a single subject area that I realize it is time to use the resources at my disposal to further the enlisted community's understanding of the problem area.

One such area is the detailing process. Ordinarily, the process goes on without Navy men and women being fully aware of the events which lead up to their receipt of orders—it just happens.

Let's use the hypothetical petty officer (or designated striker) Smith as an example to help clarify the process.

Petty Officer Smith's Projected Rotation Date (PRD) is coming up in three to five months. At this time his or her detailer receives an Enlisted Assignment Document (EAD) from the computer system. The EAD is a computer printout which quickly identifies a member with such information as his or her actual rate, previous rate, date of rate, active duty and pay entry base dates, expiration of active obligated service, number of enlistments, security clearance, Navy Enlisted Classification code, date of birth and years of education (with degree and major if applicable).

The EAD also contains GCT scores, number of primary and secondary dependents on station (if overseas), duty preference (if submitted), most recent performance evaluation (E-5 and above only, if submitted, along with up to three past evaluations), current duty station and date reported, first past duty station, career history, sea or shore duty commencement date and PRD.

With this data, Petty Officer Smith's detailer has an excellent idea who Smith is, including his/her desires and qualifications.

The detailer now looks at the requisitions which have been sent from the Enlisted Personnel Management Center (EPMAC) and identifies available billets in the priority established by the manning control authority under the fleet commanders. The fleet requisitions are



MCPON Robert J. Walker

compiled using the same information recorded on a command's Enlisted Distribution and Verification Report which shows, among other things, the billet allowance and personnel actually assigned, including PRDs.

With all this information available, the detailer must now make decisions based on such factors as the cost involved in moving personnel to a new duty station, personnel eligibility, the needs and priorities of the Navy, and duty preferences.

But there is more to the detailer's decision than this. Some individuals are more suitable for a billet than others, and the detailer must always strive to place an individual in the proper billet based on the detailer's experience. It's "the detailer's experience" that's important here—not the individual's. For instance, all things being equal, an individual coming from arduous

sea duty may have priority over someone coming from preferred sea duty when being considered for a shore billet.

Sometimes there are more factors to be considered. The individual coming from arduous sea duty may not withstand the screening for the duty in question, or the individual coming from preferred sea duty may have qualifications far better for the billet. Herein lies the complexity and individuality of assignment. Petty Officer Smith is considered as an individual with many facets to his or her makeup. Yes, a computer provides the information, but a computer does not make the decision. And, a detailer does not simply slide Petty Officer Smith into a billet just because his or her PRD nicely matches a waiting vacancy. He makes the decision based on a large quantity of data which make a person more than a rate and NEC.

Once the decision is made, it is handwritten onto the EAD and the new assignment information, including the individual's new PRD, is fed into the computer. Orders are then printed by the computer and mailed to the person's command. If the orders are to be executed within 60 days, they will be transmitted by message or mailed as a speedletter.

We have now come full circle. Petty Officer Smith is in receipt of orders and, depending usually upon duty preferences, is or is not satisfied. His or her part in the process was simple—to fill in a Duty Preference Form (DUPREF) and wait for a match-up. Yet Smith never fully realizes the complex process by which individuals are "detailed" to a billet; a process that must try to reflect not only that individual's desires, but also the many eligibility factors, the needs of the Navy and billet priorities.

If, as part of the detailing process, you contact your detailer, remember that telephone calls are for information only and are not official communications. It is not wise to make plans and major decisions on the basis of a phone call only.

Furthermore, you may help the detailing process work by ensuring that all your communications with your detailer are accurate, well considered and made with foresight. It does not help the process to phone or write your detailer after you are in receipt of Permanent Change of Station orders and notify him that you have married, bought a home, wish to complete a degree at a local college, begun a private business enterprise or wish to see the opposite side of the world. Remembering this, keep your detailer notified of your duty preferences well in advance of your next transfer.

Although detailers and the detailing process seem shrouded in mystery, they appear so because of the remoteness of the detailers and the complexity of the detailing process. Yet, neither is incapable of being understood. I can assure you that the persons responsible for your detailing and the process itself form a viable, working system that keeps the Navy's ships and stations furnished with a fresh supply of sailors and the sailor furnished with a variety of duty stations and a wide range of experiences.

VOTE



Voting far from home is not a problem for Navy men and women. Thanks to the Federal Voting Assistance Act of 1955 which recommended that states simplify absentee voting by military personnel, all states have laws which make it easier for you and your family to vote.

Your legal voting residence is usually considered to be where you lived when you joined the Navy. It is possible, however, to establish legal residence elsewhere while in the service. Careful consideration should be given in making such a change as it also involves your wife's voting residence, income tax obligations and a number of other legal matters governed by state, not federal, law.

If you have any questions about your eligibility to vote, or don't know how to cast an absentee ballot, a voting assistance officer at your command can explain your voting rights, privileges and responsibilities to you and your dependents. An ample supply of Federal Post Card Applications for Absentee Ballot (SF 76 Rev. 1968) will be on hand.

If you and your family are in the U. S. and intend to vote by absentee ballot, you should receive the Federal Post Card Application in ample time to cast your vote. Overseas Navy people should obtain the FPCA about a month sooner.

No person is entitled to question you concerning the way you voted or attempt to influence your choice of candidates by withholding privileges or promising rewards.

Don't let any election slip by—your vote really does count.

- PAR TO REPLACE PRACTICAL FACTORS

New occupational standards for Navy ratings have been developed by BuPers, and, as a result, a new Personnel Advancement Requirements (PAR) program has been created.

PAR reflects the new occupational standards and will replace practical factors as a measure of basic skills for determining advancement eligibility. The PAR Program presents task statements (things to be done in the rating) instead of the previous lists of practical factors. It is designed to be a more realistic method of evaluating overall ability by allowing commands to evaluate the individual in a day-to-day environment.

PAR forms (NavPers 1414/4) have been developed for each rating. Since the E-3 apprenticeships are broad and in many cases related to several ratings, a single PAR is impractical. Therefore, eligibility for advancement to E-3 will be based on local command evaluation in accordance with the Advancement Manual. PARs also are not required for advancement to paygrades E-8 and E-9 since other adequate means for advancement selection exist for these paygrades.

Each PAR contains descriptive information, instructions for administration, special rating requirements (physical, citizenship, security clearance) and advancement requirements.

PARs will be effective 1 January 1977, and will be used to determine advancement eligibility beginning with the August 1977 advancement cycle.

In addition to the comprehensive PAR Program, a special pilot program for the BT rating has been established. This program combines PAR with continuing PQS/PMS requirements. If this combination proves successful, the test program will be expanded to produce more comprehensive PAR forms for all PQS/PMS-covered ratings.

Details are in BuPersInst 1418.10.

- ALL-NAVY TALENT CONTEST SET FOR NOVEMBER

Special Services at the Naval Amphibious Base, Little Creek, Va., is preparing for the finals of the 1976 All-Navy Talent Contest scheduled for 14-19 November. All sea services personnel -- Navy, Marine Corps and Coast Guard -- on active duty for more than 90 days are eligible to enter the contest.

Local command and Naval District contests are being conducted during August and September. Winners of each district competition will participate in the final, worldwide championships at Little Creek where a panel of six judges will select the Navy's most talented performers.

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- PERFORMANCE EVALS EMPHASIZED

The Bureau of Naval Personnel no longer accepts correspondence of commendation for inclusion in enlisted service jackets. All such material will be returned to the submitting command. As of September 1, all documentation of such commendation must be included in the narrative content of performance evaluation if it is to be considered.

This action was taken to eliminate much correspondence which had to be filed by hand.

Commanding officers should use the formal performance evaluation reports to record any special commendatory comments. This will increase the importance given to evaluations and will enhance their value in recording overall performance. A similar program for officer fitness reports began several years ago and proved successful. Details of this change are in BuPersNote 1070 of 6 August 1976.

- WINNERS OF 1976 NEY AWARDS ANNOUNCED

The Secretary of the Navy has announced the winners of the 1976 Edward F. Ney Memorial Awards for excellence in food service.

SecNav sponsors the awards annually along with the Food Service Executive Association. The winners were selected from 12 finalists.

USS Midway (CV 41), USS Mahan (DDG 42), USS Ethan Allen (SSBN 608) and NavSta Guam received first place awards in the large, medium, small and ashore categories respectively. Runners-up, in the same categories, were USS Prairie (AD 15), USS Downes (FF 1070), USS Leader (MSO 490) and NETC, Newport, R.I.

- USS LITTLE ROCK TO BE DECOMMISSIONED

The Commander-in-Chief, U. S. Atlantic Fleet recently announced that USS Little Rock (CG 4) will be decommissioned this fall.

After 31 years of service, it is no longer considered cost effective to keep Little Rock in peak operational condition. Assets and personnel from the ship will be distributed throughout the Navy to increase fleet readiness.

Little Rock, flagship of the Sixth Fleet, operated out of Gaeta, Italy, in the Mediterranean. USS Albany (CG 10) relieved Little Rock as flagship before Little Rock returned to the states for decommissioning.

- SSAN NO LONGER REQUIRED IN ADDRESSES

Navy personnel are no longer required to include their Social Security Account Numbers in the address and return address portions of official correspondence, ac-

cording to a recent policy change.

In a Navywide message released August 9, the inclusion of this information was put on a voluntary basis for all Navy and Marine Corps personnel.

- SAN DIEGO EXPERIENCING HOUSING SHORTAGE

Navy people arriving in the San Diego area under PCS orders, especially those with dependents, should be aware of the severe shortage of low and moderate cost housing in the area, according to officials at the Navy Public Works Center, San Diego. Little can be done about the situation because private housing construction has reduced drastically during the last three years.

- "E" AWARDS ANNOUNCED

The Commander Naval Surface Forces Pacific Fleet recently announced the results of the Battle Efficiency and departmental awards competitions for amphibious ships whose cycles ended June 30, 1976.

The Battle Efficiency Award went to USS Durham (LKA 114). Runner-up was USS Vancouver (LPD 2). In addition to the overall efficiency award, Durham won the red Engineering "E", the green Operations "E" and the Deck Seamanship Award. Vancouver took the green Communications "C" and the yellow Air "E". Other winners were USS New Orleans (LPH 11) which received the black Air Intermediate Maintenance "E" and USS Frederick (LST 1148) winner of the Amphibious Assault Award.

- LABORATORY DEVELOPS NEW LIFE SUPPORT STRETCHER

The Naval Electronics Laboratory Center in San Diego, Calif., has come up with a new portable stretcher unit which provides life support for casualties during transfer from field facilities to full care centers.

The stretcher is self-contained and self-powered, consisting of a standard canvas litter and an equipment carrier which may be attached or used separately. Equipment and supplies are stowed in drawers and arranged in the order of importance for emergency procedures. Clinical tests of the stretcher unit, sponsored by Naval Medical Research and Development Command, Bethesda, Md., are being conducted at the Naval Regional Medical Center at San Diego.

- ABE RATING ADDED TO SRB LIST

The Chief of Naval Operations recently announced another change to the list of ratings eligible for the Selective Reenlistment Bonus (SRB). In addition to the recent changes in the award levels for several ratings (announced in

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NavOp 073/76), one more rating has been added. As of August 1, 1976, the Aviation Boatswain's Mate (Launching and Recovery) (ABE) rating is eligible for a Zone A (for personnel with four to six years of service) SRB at award level two.

- FLATLEY AWARDS ANNOUNCED

The Chief of Naval Operations and the Naval Safety Center recently selected the winners of the FY76 Admiral Flatley Memorial Awards for superior performance in aviation safety.

USS America (CV 66) (Carrier Air Wing 6), USS Midway (CV 41) (Carrier Air Wing 5) and USS Iwo Jima (LPH2) (Marine Medium-Helicopter Squadron 264) were presented the awards in recognition of their outstanding accident prevention programs, safety awareness and fleet readiness.

Runners up in this year's competition are USS Saratoga (CV 60) (CVW 3), USS Oriskany (CV 34) (CVW 19) and USS Tripoli (LPH 10) (HMM 165).

- 1977 NROTC SCHOLARSHIP PROGRAM SOLICITS APPLICATIONS

Applications are being solicited from all qualified personnel for scholarships for the 1977 NROTC Program. This program offers a four-year college education and leads to a regular commission in the Navy or Marine Corps. The program is available to enlisted men and women in both services.

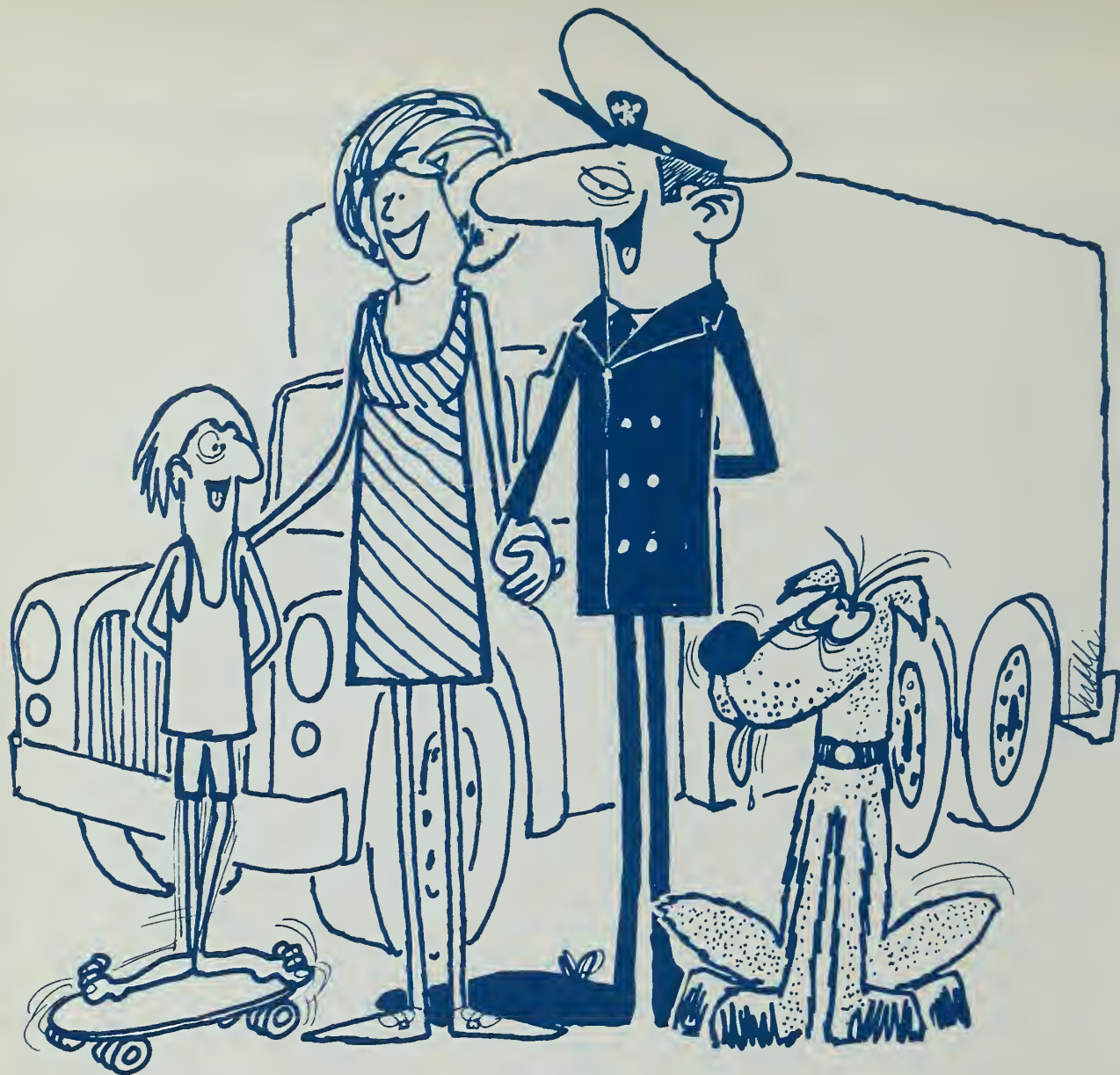
The scholarship program pays tuition, books, educational expenses and an allowance of \$100 a month. While enrolled in the program, selectees do not receive regular active-duty pay and allowances and, in most cases, it will be necessary for participants to provide their own additional funds to cover any supplemental costs.

There is no obligation to extend one's active duty, but personnel must agree to complete all requirements for a baccalaureate degree and accept a subsequent commission in the Navy or Marine Corps. The deadline for all applications for the 1977 NROTC program is November 15.

- TARAWA JOINS PACIFIC FLEET

USS Tarawa (LHA 1), lead ship in the Navy's new class of amphibious assault ships, officially joined the Pacific Fleet in August when she arrived in her new home port, San Diego.

Tarawa transited the Panama Canal on her journey from Pascagoula, Miss. She is the largest ship currently able to make that transit; about 500 guests were embarked for the historic trip.



Do It Yourself... IT'S YOUR MOVE

By JO2 Davida Matthews
Art by Mike Tuffli

Once upon a time, Second Class Any Rate Sam Sailor received his orders to a new duty station. Now, Sam, his pretty wife Polly, their son, Junior, and Salt, the dog were pleased. Yet, Polly had her misgivings; she still remembered all the inconveniences connected with their last move.

But Sam had a plan. He'd heard about a different way of moving and decided to check with his transportation officer, Lieutenant Ira Marvel.

LT Marvel told him about the do-it-yourself way of moving and explained that, although the program isn't new, it has received more attention lately for its convenience. Do-it-yourself moving started many years ago as an alternate way to transport household goods. Back then, a person could move himself, provided he paid all expenses out of his own pocket, and submit a claim for reimbursement.

Even with that obvious disadvantage, many people continued to move their own property. In 1971, a new system was developed, eliminating the need to pay expenses personally. A contract was drawn between the Navy and a reputable rental company, arranging for direct government payment.

The program worked so well that, as of this year, all DOD shipping activities operate their do-it-yourself programs under that single Navy contract with that company. Everyone under PCS orders is eligible for this type of move, as long as it doesn't cost the government more than a conventional move.

In Sam's situation, the program works like this—LT Marvel aids Sam in determining what size truck or trailer would meet his needs and reserves the vehicle for him. Sam receives packing aids and material, "how-to" booklets, and an advance from the rental contractor for gas, oil and tolls—an amount agreed upon between the transportation officer and contractor.

All Sam and Polly supply is tender loving care in packing and loading their property. If Sam needs help in loading or unloading his goods, he can hire someone, then submit a claim for reimbursement. (Sam can't pay himself, or any family members no matter how hard they work.)

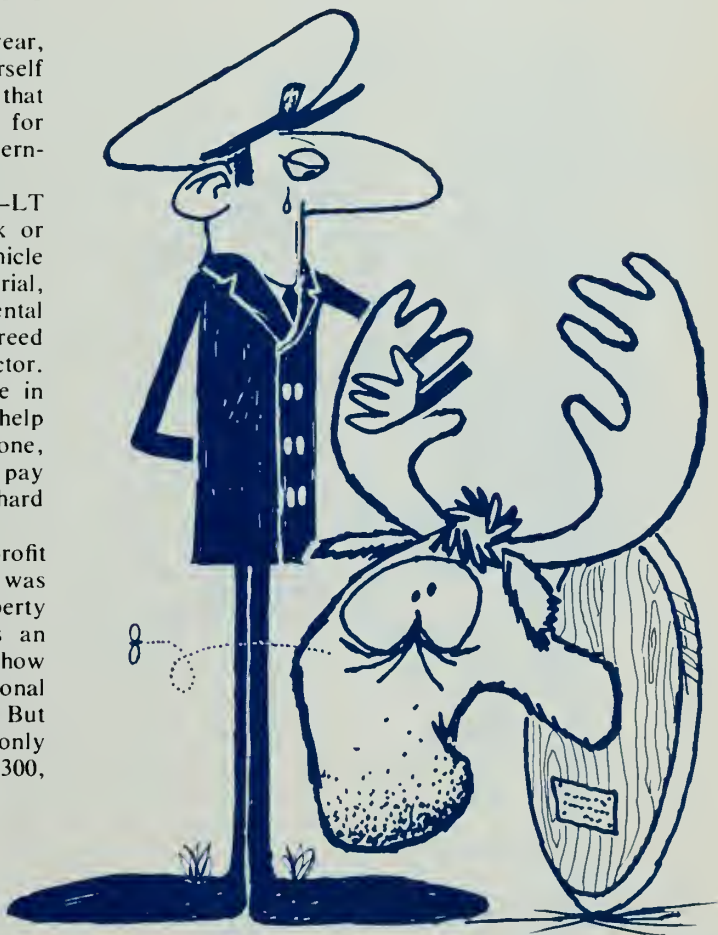
Sam also learned that not only would he profit convenience-wise, but also money-wise. Since he was saving the government money by moving his property himself, Sam receives part of that savings as an additional incentive. LT Marvel explained to him how to figure his profit: If Sam had moved by conventional means, it might have cost the government \$300. But under the do-it-yourself program, the move cost only \$150. Take 75 per cent of the conventional cost, \$300,

and subtract the cost of a do-it-yourself move, \$150. (75% of \$300=\$225-\$150rx\$75.) Sam's profit is \$75. After paperwork from the rental dealer clears the finance center, Sam receives a check for that amount less 20 per cent income tax deduction. At that time, Sam will also be given a W-2 statement.

With a date set for their convenience, the Sailor family began packing their possessions. Keeping in mind the weight limitations of the truck, pretty Polly had a heyday with Sam's souvenirs. "Is this molting moose head really all that important to you?" How could Sam argue with her logic?

With the assistance of LT Marvel, Sam determined he needed a truck. If it had been possible for Sam to use a trailer instead of a truck, everything he needed—from a trailer hitch to side-view mirrors would have been provided at government expense.

Sam's property is covered by the government up to



Do It Yourself... IT'S YOUR MOVE

a maximum of \$15,000 for loss or damage provided it wasn't due to his negligence.

Sam made sure he took every precaution to make his move a safe and happy one. If he had trouble en route, the dealer told him he could contract any rental dealer in the system, and field representatives of the company for assistance. He could also pull into certain garages or tire stores throughout the country for repairs, which would be charged to the rental company. In addition, the rental company operates a toll-free trouble call number which is manned 24 hours a day.

If Sam and Polly had needed storage, Sam would have contracted the transportation officer at his new duty station to arrange for government-paid storage. Soon, every detail was taken care of and the Sailor



family were ready for the move. Sam's only problem was domestic in nature—Polly's persistent picking through his prized possessions.

"I say, Sam, are you sure you can't survive without this . . .?"

"Polly, some things are sacred!"

"A carved coconut head?"

Do-it-yourself moves are convenient for some people, but, if you prefer the conventional type move, here are a few tips to make your moving day a little easier:

- Make arrangements for moving, through the transportation office, at least 10 working days before you plan to move. Be sure the moving day established for you will be convenient—changing your mind later can mean a delay of two weeks or more.

- Remove protective covers or slipcovers from your furniture. "Condition unknown" is marked on the inventory sheet for any covered items. If damaged or lost, chances of collecting the real worth of the furniture are slim if the condition of the article is not listed.

- Consider yourself responsible for anything you pack.

- Sign the inventory sheet only if it is legible and

every item inventoried properly. Never argue with the movers—it's a waste of time. Instead, list your grievances on the back and sign it. If a serious conflict arises, contact your transportation officer for assistance.

With either a conventional or do-it-yourself move, there always seems to be something that escapes your attention. Here's a handy check list:

- Notify the local post office of your change of address. To make it easier for the post office and speed delivery of your mail, take time to send in change-of-address forms for your magazine subscriptions. Also, notify your creditors for billing purposes. Don't forget your friends and relatives—in the flurry of packing, you may not have time to write individual letters, so consider using postcards.

- Several services must be disconnected. Major concerns are telephone, electric power, water and gas companies. A deposit may have been made when these services were turned on, so don't forget to request a refund. The same goes for renters—check with your landlord about the cleaning deposit and provide him with your forwarding address. If you purchased fuel oil, don't forget to measure your tank for any remaining oil—you may not be able to resell it to the company or new residents, but it's worth a try. There are also the milkman, newspapers, laundry or dry-cleaning service, garbage collection, and diaper service to contact. Don't forget any lay-away purchases you may have made.

- Ensure your children's school records have been transferred.

- Close out any bank accounts—savings, loans or checking—or make arrangements to have the accounts changed over to your new bank.

So, we've got you packed up and ready to go. The following information should come in handy now:

- As soon as you arrive at your new duty station, contact the transportation office. Probably, your goods haven't arrived yet, but at least the transportation officer knows you have.

- After you've found a new home and a delivery date has been established, make sure you are there to inspect each item as it's unloaded from the truck and brought into your home.

- Direct the movers to where you wish each item placed—books in the den, etc.—and have them unpack, if you desire. The movers are also required to reassemble anything taken apart for shipment.

- Now's the time to note damage or losses on the

inventory. If something escapes your notice during unpacking contact the transportation office as soon as you discover the damage or notice the loss.

- The carrier, not the government, is liable for any damage done to your home by movers unloading and unpacking your property. Watch them carefully and contact the company's office if you note any damage.



Questions and Answers from Enlisted

Q. *I am an enlisted woman on active duty stationed in Memphis, Tenn. I recently went on leave to San Francisco and married a Navyman stationed aboard a ship homeported there. Why can't I be transferred immediately to the area of my husband's home port.*

A. A few requirements for eligibility: You must complete a minimum of one year at your current duty station, and an authorized billet must be available in the area you request. TransMan Article 16.03 specifies the procedures for submission of such requests and lists all requirements that satisfy either cost- or no-cost-to-the-government orders. You should review this with your personnel office to determine your eligibility and submit your request accordingly.

Q. *I am an HM2 on shore duty and I'm married to an enlisted woman (HM3). Due to the fact I am married to another service member, am I exempt from serving an unaccompanied tour with the Marines?*

A. No. Your being exempted would be unfair to your contemporaries who may also be married, whether or not to a service member. Upon the completion of your unaccompanied tour every effort will be made to assign you and your spouse to the same geographic area. See TransMan Article 16.03.

Q. *Although it's almost a year before my rotation*

to sea duty, I would like to make personal plans now for the move. If I am transferred overseas, I may have to sell my trailer home and car, and I need as much time as possible to get a good price for them. Is there any way I can get an early assignment or, at least, a decision on whether to expect overseas duty?

A. Assignments are usually made two to four months before the projected rotation date. Indicate your desire for early assignment in your duty preference (NavPers 1306/63) under "remarks," for example, "Request early assignment to have time to sell home and car." Except for unusual circumstances, assignments are not determined more than four months before the transfer month. It is not in your interest, therefore, to make irreversible decisions before receipt of official orders.

Q. *What type of reenlistment code does an E-3 on a first enlistment, or initial active duty in a 2x6 or 3x6 program, get upon separation at the completion of that active duty obligation?*

A. The member will be assigned an RE-code as follows:

- RE-1 (eligible for reenlistment) if the member is eligible for reenlistment in all respects, that is, meets provisions of BuPers Manual 3410150 and 1040300; has passed an E-4 servicewide advancement examination; has currently been recommended for E-4, or formerly

been a petty officer in current enlistment; and has currently been recommended for advancement).

- RE-3R (eligible for probationary two-year reenlistment) if the member is eligible for reenlistment and is recommended for advancement.

- RE-4 (not eligible for reenlistment) if the member is not eligible for reenlistment for one of the reasons outlined in BuPers Manual 3410150 or 1040300, or when otherwise directed by ChNavPers.

Q. *I participated in three examinations for advancement to PN1 and "Passed Not Advanced" all three, but accumulated a total of three PNA points. Subsequently, I converted to YN2 and participated in the examination for advancement to YN1. Again, I was PNAd, missing the final multiple cutoff score by only 2.05 points. In computing all the factors of my final multiple score I discovered that I was not given credit for the three PNA points which I previously earned from the PN1 exams. These three points would have put me over the final multiple score for advancement to YN1. Why wasn't I advanced?*

A. Since PNA points are earned for performance and professional knowledge within the rating for which a member is competing for advancement, such credit may not be carried over into the final multiple computation

for another rating. In your particular case, it would be unfair to your YN contemporaries to credit you with a three-point advantage for demonstrated proficiency and knowledge in another rating. The single exception to this rule is for members who are *involuntarily* converted to other rating specialties.

Q. *What are the functions of the Special Enlisted Placement Branch (SEPB) of BuPers, and how do its functions differ from those of the rating assignment section for my particular rating?*

A. The Special Enlisted Placement Branch (Pers-502) is responsible for assigning enlisted personnel to the following activities and programs: Presidential support activities; joint staffs; NATO activities; U. S. military groups Defense agencies: Washington, D. C., area joint and major Navy staffs; flag messes ashore, MAAGS; missions; Personnel Exchange Program; Operation Deep Freeze; recruiting; recruiting support; recruit company commanders; career counselors; Navy counselors; and the Human Resource Management Support System.

Rating assignment officers are advised of SEPB requirements by computer requisitions. In response to these requisitions, rating assignment officers identify and nominate those personnel whom they consider best



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suitied to fill the billets. The SEPB then screens the service records of those personnel who have been nominated and determines general suitability for assignment. Following this determination, liaison is generally established with the receiving command and, where required, formal written nominations are submitted to the activity for acceptance.

Q. *I have just completed a duty preference card. How much consideration is given to my choices of duty and comments?*

A. Duty preference cards are very important in the assignment process. Your detailer has a list of billets that he must fill. He makes every effort, consistent with the needs of the Navy, to assign service members to their choice of duty. Your detailer receives the long, handwritten portion of your duty preference card and maintains the most recent copy in your file. Before he makes an assignment, he reviews your file and all information on your duty preference card.

Unfortunately, a great many of the cards are out of date. An out-of-date card denies you the most important contact you have with your detailer, and often may cause orders to be written that do not reflect your desires. If you, as a member on active duty, do not update your duty preference card within one year of PRD, after reporting to a new duty station, or any time your preference changes, unexpected or regular orders to other than your current preference are entirely possible. Even those members who plan to terminate service at EAOS may change their minds and it would be prudent to have current preferences on file. It is not always possible to satisfy personal desires. However, it is certainly impossible to give those desires the amount of consideration they deserve if your duty preference card is not current.

Q. *I am transferring to the Fleet Reserve and have elected not to participate in the Survivor Benefit Plan. My career counselor tells me that my CO must notify my spouse of this election. Is this true?*

A. Yes, COs must notify the spouse of any member who elects not to participate in SBP, to participate at less than the maximum level, or elects children-only coverage when there is an eligible spouse. BuPers Instruction 1750.1F explains the Survivor Benefit Plan.

Q. *How is the term "non-careerist" defined?*

A. E-6s and below with less than 10 years' active service, and who are not obligated beyond 10 years' active service, are considered "non-careerists" for assignment purposes. Non-careerists must extend their enlistment in order to attain sufficient obligated service to provide a minimum of 24 months' service at their new duty station, exclusive of leave and travel time before reassignment.

Q. *I am interested in becoming an aircrewman. What qualifications must I meet?*

A. The Enlisted Transfer Manual, article 9.12, gives the requirements. A few of them are:

- Volunteer for flying duty. Service record page 13 entry is required.
- Successfully complete a flight physical before transfer to duty as an aircrewman.
- Type commander requirement for survival and deep water training must be fulfilled before reporting for aircrew training.
- Must be qualified as swimmer, second class, except in the case of SAR crewman (NEC 8285) which requires qualification as swimmer, first class.
- Confidential clearance.
- Possess obligated service for appropriate length of training as outlined in the Transfer Directive.

Q. *I am an SKC with four dependents stationed in Norfolk, Va. I plan to transfer to the Fleet Reserve next year and live in San Diego. I asked my detailer for orders to San Diego which would cost the Navy only one move; however, I received orders to a ship here in Norfolk. I don't understand the rationale.*

A. The assignment system is founded on a system of requirements, as expressed by the fleet commanders and the ChNavPers through the use of the requisitions. This method of assignment recognizes an upcoming



billet vacancy which appears on the requisition and the detailer, acting within the assignment system, attempts to fill this vacancy from his available assets.

Under the system, you are being detailed as a career petty officer and in response to the needs of the Navy. Orders cannot be predicated on the assumption that you are or will become eligible for transfer to the Fleet Reserve, since circumstances may arise which will cause you to change your mind, even if you already have an approved Fleet Reserve date.

An additional factor to consider is that separate provisions are made in the budget for PCS moves and transfers to the Fleet Reserve. The expense of a move to the West Coast was undoubtedly considered, and the detailer acted primarily upon the needs of the Navy in your case. Therefore, orders to a ship in the same home port was a good assignment and one in which your rate, rating, and experience will be used to the best advantage.

Q. *If the SRB award level for my rating is reduced, can I still reenlist for the higher SRB award level before the effective date of the reduction, that is, after the NavOp announcing the reduction is issued?*

A. Yes. In the past, certain personnel lost their SRB because they reenlisted after the announcement date (date-time-group [DTG] of the NavOp), but before their command received the NavOp announcing the change. A recent change in SRB policy now provides for an "announcement date" as well as an effective date.

If the SRB award level for your rating is reduced and you have reenlisted after the DTG of the NavOp, you are still eligible for the higher SRB level if your reenlistment date was before the announcement date. The announcement date will normally be 10 days from the DTG of the NavOp announcing the SRB award level changes. This change only affects persons who reenlist early.

Q. *We have an E-5 on board who has 18 years of active military service. What are the terms of reenlistment available for him?*

A. If the E-5's rating is in CREO Group A, reenlistment may be for a term of four, five, or six years. If the rating is in a CREO Group other than A, the maximum amount of time he could reenlist would be two years.

Q. *Can I be ordered to foreign overseas duty if under the age of 18? If so, what must I do to request overseas duty?*

A. Yes, provided you have at least four months of active service (except for duty on a ship homeported in an overseas foreign port). In computing this four months, leave and travel time may not be included unless that travel time is on a Navy ship. Reserve personnel must have two months' active duty exclusive of leave and travel time before assignment to foreign shore duty.

You may submit your request for overseas service by using an Enlisted Duty Preference Form (NavPers 1306/63) or by submitting an Enlisted Special Duty Request Form (NavPers 1306/7).

Q. *I am an EM2 and would like to get more specific*

information about assignment in the Navy's Human Goals Program

A. Guidelines for submitting requests for assignment to the Human Resource Management Support System (formerly Human Goals Program) are contained in Chapter 9.19 of the Enlisted Transfer Manual. You should contact your personnel officer who will assist you in submitting a request. OpNav Instruction 5300.6 series will provide you with excellent background material on all HRM specialist responsibilities.

Q. *Besides acquiring 19 years and six months of active federal service (including constructive time) are there any other requirements that must be met before requesting transfer to the Fleet Reserve?*

A. Yes. You must submit your application at least six months and no earlier than 12 months before the requested date, serve at least one year on board your present duty station, complete any conditional active duty obligations incurred, serve a minimum of 24 months in pay-grade E-7, 8 or 9 (from date of actual advancement), request a date not more than three months beyond present PRD and complete an accompanied overseas tour, if you're on one.

Q. *FY 76 ends 30 Jun 1976, with a transition quarter 1 Jul through 30 Sep 1976. What will be the policy on leave during this change of fiscal years? Can we carry over more than 60 days as of 30 Jun 1976?*

A. NavCompt Notice 7220 provides information on carryover of leave. For FY 76, which ends 30 Jun 1976, there will be no carry-over of more than 60 days. However, in the period 1 Jul 1976 to 30 Sep 1977, you will have 15 months to ensure that you will not have more than 60 days' leave on the books.

Q. *Are any waivers granted for the LDO/WO Program?*

A. No, the eligibility requirements for the LDO Program were approved by the Secretary of the Navy only after careful consideration of the needs of the Navy and the career aspirations of potential candidates. In order to be as equitable as possible to all applicants, waivers of the requirements are not authorized.

Q. *Must E-6 applicants for the LDO Program participate in the chief petty officer exams?*

A. Yes. They not only have to pass the exam, but must also be designated selection board eligible.

Q. *Will there be any major changes to the eligibility requirements for the current LDO/WO Program?*

A. No, except for a possible change to the date required for applications to be received in BuPers. A new BuPers Notice will be announced at the earliest practicable date.

Q. *Is the Navy planning to return to all-cotton dungarees and chambray shirts? When would the change take place?*

A. At present, either the dungaree/chambray shirt uniform or enlisted working blue uniform may be worn as a working uniform by all enlisted men.

The material of the enlisted working blue uniform is being changed to a lighter weight 65 per cent polyester

Questions and Answers

and 35 per cent cotton combination, and the style has been modified to have a button shirt instead of the pullover jumper shirt. The new style uniform is being issued to recruits at this time.

Questions from Veterans

Q. *Is it permissible for a veteran to use the educationally disadvantaged provision of the GI Bill to take*

a program leading to a high school equivalency certificate?

A. Yes. Enrollment may be approved in an elementary, secondary, preparatory, refresher, remedial, deficiency or special education assistance course not otherwise prohibited if such courses are required to receive a secondary school diploma or General Education Development certificate. No charge is made against the veterans' basic entitlement for such courses.

Q. *Is there a cutoff date for the spouse of a deceased veteran to complete apprentice or job training under*



VA's Dependents' Educational Assistance Program?

A. Yes. For the spouse of a deceased veteran the cutoff date for Dependents' Educational Assistance for apprentice or other on-the-job training is 24 Oct 1982, or 10 years from date entitlement arose, whichever is later.

Q. I received a lump sum disability severance pay upon my discharge from service. If I am awarded VA compensation for the same disability, will I have to return the severance pay?

A. Regulations require that VA monthly compensation payments be withheld until the amount payable is equal to the amount of severance pay received because of disability. The VA automatically establishes this withholding when compensation is authorized.

Q. When I retired, I was awarded a 100 per cent service-connected disability rating by the VA. I was single. About two years ago, I married. Shouldn't there be some extra money if a veteran has a wife?

A. Yes. An additional amount of compensation may be payable for a wife, husband, child and a dependent parent when a veteran is entitled to compensation based on disability evaluated as 50 per cent or more disabling. The veteran is responsible for notifying the VA of any change in dependency status.

Q. If a veteran dies while indebted to the VA, will the VA withhold the amount of his indebtedness from the widow's benefits?

A. No. The widow is not responsible for the indebtedness of the veteran. It will be determined whether or not the veteran left an estate from which recovery could be made. If he has no estate, the finance officer has the authority to write off the debt as uncollectable, if not in excess of \$20,000.

Q. May I receive a VA-guaranteed farm or business loan?

A. No. The Veterans Housing Act of 1974 ended VA authority to guarantee such loans. Interested parties should contact the Farmers Home Administration, U. S. Department of Agriculture, and the Small Business Administration, respectively.

Q. Does the VA make allowances for refresher training in a program for which the veteran was previously qualified through former schooling or experience?

A. Yes. A new program of refresher training for a maximum of six months allows updating former experience or education gained before one's service.

Q. I wish to review my records maintained by the VA to determine validity of certain documents. Whom should I contact?

A. The Privacy Act of 1974 grants individuals the right to access to and to seek correction or amendment of records pertaining to the veteran or beneficiary.

Submit a written request to the VA regional office that maintains your records.

Q. Are all veterans eligible for a non-service-connected disability pension?

A. No. Only veterans within specified income limits who had 90 days or more of honorable wartime service and are permanently and totally disabled from reasons not traceable to service are eligible. (Veterans 65 years of age or older are considered permanently and totally disabled.)

Q. How much time does a veteran have in order to use GI home loan entitlement?

A. Loan entitlement is no longer subject to an expiration date.

Q. If I use my GI home loan benefits now, can I make use of them again in the future?

A. Yes, as long as you relieve the VA from liability in your current VA loan.

Q. May a veteran be enrolled for a fractional part of a semester, term or quarter under the GI Bill?

A. A certified period of enrollment may not be interrupted for the purpose of conserving entitlement. Nor may a period of enrollment be certified for a fractional part of the normal term, quarter or semester if the veteran is actually enrolled for that period.

Q. What are the Vietnam war dates for purposes of veterans' benefits?

A. Inclusive dates for the Vietnam era are 5 Aug 1964 through 7 May 1975.

Q. May a GI loan be paid off before the final payment date?

A. Yes. A VA-guaranteed loan may be partially or fully paid at any time. However, part payments may not be less than one monthly payment or \$100, whichever is less.

Q. What is the VA PREP Program?

A. The Predischarge Education Program (PREP) is intended for military personnel who have completed more than 180 consecutive days of active duty and are in need of courses necessary for a secondary school diploma or courses necessary for entrance into a post-secondary course of study. Complete information and application forms are available from military education offices and VA regional offices.

Q. Who is eligible for CHAMPVA?

A. The Civilian Health and Medical Program of the Veterans Administration (CHAMPVA) is available to the spouse or child of a veteran who has a total, permanent disability resulting from a service-connected cause, or to the surviving spouse or child of a veteran who has died as the result of a service-connected disability.

Navy civic action *- - helping people*

Story and photos by
JO3 Debbie Larson



A water faucet in the backyard may not mean much to some people, but to the villagers of Ollei on Babelthuap Island it means the difference between a half-mile, uphill trek with buckets of water or, in some cases, just a reach out the back door.

Putting water faucets within easy reach was just one job accomplished by the Navy's Civic Action Team 1024. Deployed last November, the 13-man group from Mobile Construction Battalion 10 arrived on Babelthuap with an arm's-length list of things to do, and a "let's get at it" spirit. (Babelthuap is in the Palau District of the U. S. Trust Territories . . . Pacific Islands assigned by the United Nations to the U. S. for administrative authority.)

The civic action team is a part of the Overseas Development Assistance Program when involved in humanitarian endeavors abroad. The United States, currently has two CAT teams in operation—Navy CAT team 0325 in the Kusaie District and an Air Force team on Truk Island.

As it's done in the past, the Navy called upon the Seabees to assist the people of the Trust Territory in their needs and to make life a little more pleasurable.

A major project on Babelthuap, the Shimizu bridge and an accompanying roadway forged through dense jungle on the eastern side of the island, enables farmers to carry their goods down to the seaside where boats are not hampered by the tide.

Before the Seabees arrived, the islanders depended upon market boats which come up the Ngerdock River twice a week.

"I selected all these men. Along with their professional accomplishments, I'm proud of the way they meshed," said Lieutenant (jg) Daniel L. Hambrock, leader of the team.

Three men, living in a house built by a village family, worked on the bridge entirely on their own. Three other

Left: Engineering Aid Third Class Gary McCollom sets up a portable water pump for a civic action team project.



Above: Hospital Corpsman First Class John Atwood teaches a course in communicable diseases to a class of prospective practical nurses.

Seabees lived not far away while working on the new roadway.

"The people have been great. They accepted us right away and none of us had any trouble adjusting," said Steelworkers 1st Class Randy L. Matt. "I've been in the Navy 10 years, but nothing beats the atmosphere of the civic action team."

Two civilians worked along with the Seabees. One spoke almost no English, but the other spoke it very precisely and often acted as interpreter whenever Builder Second Class Robert O. Kepner needed assistance.

The builder has only been in the Navy two years, but on this particular phase of the job, he was the boss.

"When you're as small a group as we are, each person has his own field of expertise," explained Kepner. "We all received cross-training after being selected for this team, but that doesn't make everyone an expert. Consequently, when we come to a part of

the job in which one person has had more training, he's the boss."

The CAT team found eating to be an adventure all its own.

Meals consisting of fish, taro, tapioca, melon and fried bananas were prepared by three local families who took turns cooking for the Seabees.

"We felt guilty when these people started preparing three meals a day and bringing them over to us. We offered to pay, or bring our own food from camp, but they said it was their way of thanking us for the bridge. We really enjoyed the food," said Matt.

Utilitiesman First Class Millard M. "Stumper" Stump, who helped install the water system, was reminded of the value of his specialty.

"I worked as a plumber before joining the Navy three years ago. I wouldn't trade the experience on the island for anything."

Bedding down in an abai (traditional men's meeting-



Left: Civic action team leader, LTJG Daniel Hambrock is in the middle of the action whether it's in the office or on the job.

house in the Palau District) the Seabees became local celebrities. Skesuk Skang, wife of the Ollei village chief said, "When other visitors came and lived in the abai, no one went up there, but when the Seabees came, everyone went to visit them."

Ollei's is not the only water project the Seabees of CAT 1024 undertook. Also completed was a water tank and almost one and one-half miles of pipeline leading to the village of Ngardmau. This project combined the efforts of the Seabees, the villagers and members of Community Development, a local organization.

The resident expert on this job was Construction Electrician Second Class Ernesto M. Garcia, a 10-year Navy veteran from the Republic of the Philippines.

Assistant Director, Micronesian Occupational Center (MOC) Mike Littler is glad to have had Ernesto around. "Ernie helped out here quite a bit," Littler said. "Especially in the kitchen area. The equipment in there was his specialty and we'd had been lost more than once without his experience."

The Civic Action Team was involved in more than just building roads, bridges and water facilities for the people on the island. Medical assistance was also an objective. Hospital Corpsman First Class John G. Atwood said, "My experiences with another CAT outfit led me to volunteer again. I had a chance to do more during this tour because the people knew and accepted me. One of my most rewarding jobs was teaching a course in communicable diseases to a group of prospective practical nurses."

CAT/1024 has another veteran of civic action in the Palau District, and without him the camp would probably have become immobilized. Construction Mechanic First Class Tui M. Sunia could most often be found tinkering with a piece of equipment in the camp's mechanic shack. Not only did the 35-year-old native of Samoa keep the camp equipment in running order but he also managed a mini-exchange, dispensing toothpaste, shaving lotion and other things the team members needed.

The logistics of supplying food and other materials to the team often proved difficult. They received supplies every four to six weeks and had to order food, drink and other items for a like period. All the food was stored in freezers or refrigerators. If electricity failed, they had a portable generator standing by.

The team was also supplied with paperback books and magazines by the 30th Naval Construction Regiment, their prime source of support.

Entertainment was provided in the form of movies mailed by the Guam Motion Picture Exchange each Friday.

On weekends team members spent their time swimming, snorkeling, spear fishing or just lying around sunning. Someone usually came up with some raw fish or clams to supplement the camp food. The fish was cooked on a makeshift grill of rocks and a piece of scrap metal and fueled by coconut husks.

Although CAT 1024 was the last civic action team scheduled for Babelthuap Island, Navy people like them are lending a helping hand to others in need throughout the world.

Paintings depict infant navy's struggle against maritime giant

© Copyright 1976 Bruce Elliott Roberts

Bruce Elliott Roberts has earned a title as "one of America's most distinguished marine painters." Years of meticulous research at maritime museums and a love for the sea that goes back to childhood, combine to create his paintings of men and ships of the Revolutionary War period.

Roberts was raised on the waterfront, sailed his own sloop at seven, sketched the few remaining square-riggers in New York Harbor at 14 and, at 18, won first prize in the Propeller Club of the U. S. National Poster Contest—a trip to Europe aboard a freighter.

He continued his romance with the sea by enlisting in the U. S. Navy. When he returned to civilian life, he and his wife promptly bought an 80-foot schooner and spent the next 20 years cruising Long Island Sound, the Bahamas and the West Indies.

In addition to his years of art study, Roberts visited maritime museums, collected a naval reference library of the Revolutionary period, built ship models and visited the harbors and shipbuilding sites of Revolutionary time. He has also spent considerable time researching various types of ships, sails and rigging of the period.



"THE SEA RAIDER" (BRIG "PROVIDENCE") In 1776, *Providence*, captained by John Paul Jones, conducted a series of raids on the Nova Scotia coast that ended after the capture of 16 British supply ships. Two British frigates fought *Providence* but were outwitted by Jones' daring sea tactics.

"ATTACK ON THE BRIG" (LT EDWARD PREBLE) LT Edward Preble led a band of men on an attack against the heavily armed British brig in the Penobscot River, Maine. In the face of fire from the brig and a British shore battery, Preble and his men boarded and seized the vessel.

"HURRICANE" (CONTINENTAL FRIGATE "CONFEDERACY") When the frigate *Confederacy* was off the Bahamas Nov. 7, 1779, she encountered a hurricane that threatened the ship and lives of the passengers and crew—including Minister to Spain-designate, John Jay. But her captain, Seth Harding, demonstrated his sea-going skill by rigging a jury sail after the storm, and safely putting in to Martinique 48 days later.

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"CAPTURE OF THE MARGARETTA" America won her first sea fight when British General Thomas Gage sent a cutter and two sloops to Machias, Maine, for lumber. While there, the Americans under Jeremiah O'Brien captured the cutter *Margaretta* in the first naval action of the Revolutionary War.



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"BOSTON, STRONGHOLD OF THE REVOLUTIONARY WAR" The city was both the center of the Revolutionary War and home port of the infant American Navy. Ships built there harassed English shipping, capturing vast amounts of war stores and causing England to divert many warships for defensive purposes which could otherwise have been used offensively.

"'BON HOMME RICHARD' VERSUS H.M.S. 'SERAPIS'" When Captain Richard Pearson of the British *Serapis* demanded the surrender of *Bon Homme Richard* on Sept. 23, 1779. Captain John Paul Jones answered, "We have not yet begun to fight!" After a long struggle, it was the British *Serapis* that finally surrendered.





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"SCHOONER 'HANNAH'" (THE AMERICAN COLONIES' FIRST ARMED VESSEL) In 1775, *Hannah* led a small fleet of ships in an attempt to stop British merchantmen from supplying Boston, then under siege by the colonists. *Hannah* and her sister ships sustained the desperate American Army surrounding Boston.

"FITTING OUT" (FRIGATE HANCOCK) The frigate *Hancock* was built in Newburyport, Mass. After fitting out at Newburyport and taking on her cannon at Boston, she set out on her first mission. That voyage ended in disaster when she was captured by the British warship *Rainbow*.

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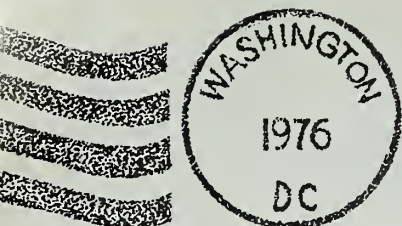


make
your mark,
VOTE
in November

5³⁰ PM

last pickup - monday thru
for other pickups, and for weekend and holiday service, see





letters to the editor

Want to pass something of interest along to the rest of the fleet, or perhaps just give us a few of your thoughts? Here's the place to do it. This section of **ALL HANDS** is open for unofficial letters from you on almost any naval subject. We can't promise to publish every letter we receive, but each will be answered. Write: Editor, **ALL HANDS**, Navy Internal Relations Activity, Office of the Chief of Information, Washington, D.C. 20350. Sign your full name and give complete address. Please don't send postage or return envelopes.

Navy's 'Magic Machine'

(Editor's Note: The following "letter" is actually a column by Dick Odessky which appeared in The Valley Times of Las Vegas, Nev., and which was sent in by its author. Although Mr. Odessky gives all credit to the U. S. Navy for the reported miracle of sorts, he and his wife—like most parents—should take most of the credit for their son's accomplishment. The Navy might have found and thrown the "switch," as Odessky says, but in reality it's the parents who install that "switch" for others to find.)

Nine weeks ago our family made its donation to national security by sending a gangly teenager, complete with a bubble hair-do, off to sea. When our sprig reported to the Navy recruiter,

it was difficult. This kid always had trouble walking and chewing gum at the same time.

He was accepted and then whisked off to the magic machine the Navy keeps in San Diego. They call it the Naval Training Center. We must now call it the miracle factory.

When Jeff notified us that he was graduating from boot camp, the still tearful mother and this reporter were committed to travel there. Our Joyce approached the event with maternal pride. I must admit I figured that the Navy would have him bundled up, waiting at the front gate along with a note telling us to get him out of there.

At the center, there was no sign of our son. His mother asked a petty officer where and how she might locate her firstborn. She was told that there would be buses taking families of all 450 graduates to the parade grounds at Preble Field.

So, along with hundreds of others, who now had an extra bedroom in their homes, we boarded the gray buses for a journey to the huge asphalt strip where the Navy would be conducting San Diego's 1262nd Recruit Brigade Review.

Having to stand aboard the bus, we had no idea where we were going. I figured that the bus would stop at the front gate and the driver would tell us all to go home for a few more weeks because our sons still were not ready to be seen.

Knowing what our home looked like after two or three teenagers, it was shocking to see the spotless condition of the base.

At the parade ground, the Navy band heralded the approach of the six companies making up the brigade and on marched 450 well-scrubbed sailors, decked out in their dress white uniforms. It was a stirring sight. The realization that the San Diego Center turns out another graduating class like this every week was awesome.

The young Americans marched briskly toward the reviewing area and then stopped. Amazingly, they all stopped at the same time. As were all the other parents, we were straining to find our son. But when there are several hundred look-alikes standing in close order, it's quite impossible.

Then the master of ceremonies started making introductions and we applauded dutifully as he named all the dignitaries in attendance. Then he came to identifying the recruit leaders and cited one J. P. Odessky as brigade adjutant. And about the only levity in the highly formal proceedings came when he said Jeff was from "Lost Wages," Nevada.

That ramrod-straight sailor, bearing the silver sabre and barking out orders to the entire brigade was Jeff? Impossible. The brigade adjutant looked like a pro, not like a kid who found it easy to fall while walking up stairs.

Tears started to streak his mother's cheeks and didn't stop all the way through the proceedings. And it was only a giant lump in my throat that kept the proud father from letting the world know that that smart, sharp young sailor was my firstborn.

The buttons really began to pop when Jeff's salute was returned by both the commander of the entire center and by the commanding officer of the recruit training command. They shook hands with our boy and congratulated him on his handling of the brigade.

When you see the two ranking officers of the San Diego base standing there chatting with your boy and commending him on a job well done, you soon realize what is meant by basking in the reflected glory of our children.

The only question left unanswered by all the festivities is how the Navy, in nine short weeks, was able to accomplish what Jeff's mother and I have been trying to do for 19 years?

All of a sudden the kid who wanted to grow a beard so he wouldn't have to shave, is clean-shaven and is getting his hair cut every two weeks. I only wish



I had been able to tape-record his statement that his short, military haircut is far more comfortable than the bubble that once adorned his scalp.

What the boot camp commencement showed this father more than anything else, is that deep down there really is some goodness in the unwashed mass we know as teenagers. Somewhere, in some way, they come up with a surprise that will floor you.

Like some fathers, this one was ready to write his son off as a lost cause. However, now, the Navy found that hidden switch within the boy and turned him into a man. How complete or permanent the switch might be will only be answered with time. But, at least, the apparent dead end has been averted.

So, take heart, parents. When you look at your own sloppy, sometimes rebellious teenaged son, remember, somewhere there is a spark. The only problem is finding the catalyst that can bring it out. For Jeff it was the Navy.

And, to Jeff and his 450 fellow graduating shipmates, we say, welcome to the world. We feel much safer about its future after seeing all of you. A hearty thank you.

Officer "Surcharge"

SIR: I would appreciate your comments on why officers are required to pay a "surcharge" when dining in the enlisted mess. Why are officers not charged at the same rate as enlisted?

● As background, Section 402 of Title 37, United States Code provides the basis for payment of the BAS. The rate for officers is specified as \$53.05 per month. Since changes in this rate are tied by law to changes in basic pay, the Navy and the Secretary of Defense are without authority to pay a different rate.

Enlisted members are entitled to BAS at one of three different rates when not furnished rations in kind. The most common rate is that provided when an enlisted member is authorized to mess separately from an otherwise available government mess. This rate is referred to as commuted rations or COMRATS. The commuted ration rate is equal to the cost of the ration which would normally be provided in kind, as determined by the Secretary of Defense. It was increased to \$2.53 per day effective 1 Oct 1975, reflecting the increased cost of subsistence. Previously, it had been \$2.28 per day in calendar year 1974, \$1.65 per day in 1973, \$1.46 in 1972, \$1.52 in 1971 and \$1.39 in 1970.

Thus, an enlisted member receiving commuted rations received the following amounts during the respective years, the figures are based on a 30-day month: 1970, \$41.70; 1971, \$45.60; 1972, \$43.80; 1973, \$49.50; 1974, \$68.40; 1975, \$75.90.

The BAS for officers, since enactment of Public Law 93-419 in September 1974, has increased from \$47.88 to \$53.05.

There have been periods when enlisted members receiving commuted rations have received less than the \$47.88 per month previously accorded officer personnel. It must be noted, however, that the Navy does not intend that an enlisted member will be forced to mess separately and he could at all times receive subsistence in kind, at no additional cost to himself, consisting of at least three meals a day. He could not receive both a BAS and entitlement to subsistence in kind. There is no provision under which an officer may be furnished subsistence in kind; instead he receives his BAS of \$53.05 per month and pays for his meals.

With regard to the comments concerning the higher cost to an officer than an enlisted member when both purchase meals from a general mess, you are correct that there is a surcharge to officers which increases their cost. Surcharges are prescribed to reimburse the government for overhead expenses incurred in the preparation and service of food to personnel not entitled to rations in kind at government expense. Since an officer is not entitled to rations in kind, he is charged the surcharge to offset the portion of overhead attributable to preparing and selling him rations from a mess operated for the subsistence of enlisted personnel.

It is recognized that the current BAS of \$53.05 for officers probably does not meet the actual cost of subsistence. However, it must also be realized that the pay increases received under the previous comparability provisions of public law were received in basic pay alone. They included calculated increases in subsistence allowances which increased the total compensation which a member receives. Enactment of Public Law 93-419 applies increases directly to the allowances.

The Third Quadrennial Review of Military Compensation (QRMC) is conducting an intensive review of all aspects of military compensation. One of the objectives is revision to the system so that it will be more equitable, reasonable and understandable.—Ed.

Ship Reunions

News of reunions of ships and organizations is carried in this column from time to time. In planning a reunion, best results are obtained by notifying the Editor, ALL HANDS Magazine, Navy Internal Relations Activity, Department of the Navy, Room 1044, Crystal Plaza No. 6, Jefferson Davis Highway, Washington, D. C. 20360, four months in advance.

● USS LST 50—Anyone who served in her and is interested in holding a reunion contact Martin Dumoch, 53 Gaffney Lane, Willingboro, N. J. 08046.

● USS Charleston (PG 51)—November reunion planned in Tulsa, Okla. For more information contact Leon T. Davis, c/o VARO, 125 S. Main, Muskogee, OK 74401.

● USS Sam Houston (SSBN 609)—All crewmembers, from commissioning to date, interested in a ship's reunion, contact CWO J. P. Whitaker, MOTU-4, Naval Submarine Base New London, Groton, Conn. 06340.

● USS Taylor (DD 468)—A reunion is planned October 1977 in Boston, Mass. Contact Edward C. Hitchings, 488 Essex St., Beverly Mass. 01915. Telephone: (617) 922-3554.

● U. S. Navy Divers Association, Inc.—Looking for new members. The nonprofit corporation was formed to encourage camaraderie among U. S. Navy divers and to promote their welfare through charitable, educational and recreational programs. Membership is open.

The association's annual convention/symposium will be held this year in San Diego and will be open to all members. For information about membership or the convention contact U. S. Divers Association, P. O. Box 6176, San Diego, Calif. 92106.

● USS Whitney (AD 4)—Those interested in a reunion contact Eric A. Olson, 1636 Highland Ave., Waterbury, Conn. 06708.

● USS Coral Sea (CVA 43)—30th annual reunion of commissioning crew, 1 Oct 1977. Contact William J. Flynn, 1511 Eton Way, Crofton, Md. 21114.

At Their Disposal

Most sailors are known for their ability to tell a whale of a yarn. However, according to Yeoman 1st Harry Costello, the officers and men of the Tampa, Fla. Naval Reserve Center are now boasting of a new one which has quite a bite to it. In fact, the yarn has such a bite that the key figure in this tale resembles the star of the movie "Jaws."

The sea story, as told by Tampa's Navymen and verified by local news media reports, goes something like this:

On 4 May, Torpedoman's Mate 3rd (SS) Michael Plue walked out of the Tampa Naval Reserve Center and looked out over the harbor. There, floating in the channel, was what Plue and the other men in the unit were soon to learn was the carcass of a 45-foot-long, 20-ton whale shark.

Plue called the Coast Guard, which dispatched a small boat and two men. They tied the large carcass, now floating belly-up, to the Reserve Center pier.

What Plue and the other men of the Center, including the commanding officer, Lieutenant Command P. W. Eslinger, soon learned was that no one—not the Coast Guard or the Florida Marine Patrol, or the National Fish and Wildlife Commission, or the Tampa Port Authority—wanted to claim responsibility for removing a dead whale shark.

Local port officials believed the big fish was killed by the propeller of a large ship passing through the channel. In any case, it was putting a bigger bite on the Reserve Center's staff than if it had been alive.

By 1630, with the giant still tied to the Center's pier, Plue had decided he had done more than his share of civic action duty for the day. He went home. The CO was left to find for himself what Navy Regulations had to say about having a whale by the tail and no way to tow it to sea. By this time local TV and other news media were telling the rest of the area of the problem.

At 1800 the Coast Guard agreed to take the carcass to sea on the following day. By the time their cutter arrived LCDR Eslinger and his staff had an even bigger problem to contend with—tourists, students and curiosity-seekers. Having heard and seen local news reports, they began to jam the center's pier for a look-see.

The dead shark, which the Reservists dubbed Tessie, was finally towed into the Gulf of Mexico for final burial. Tessie's terminal visit was relatively short, but complicated. We expect the tale woven by Tampa's Navymen will probably grow larger and travel farther than Tessie herself.



A reminder—ALL HANDS is continually on the lookout for stories and story ideas. Keep us in mind when you have an idea; jot down the basic facts and send it to the address in the column at the right of this page. You'll be glad you did—and so will we.

The All Hands Staff

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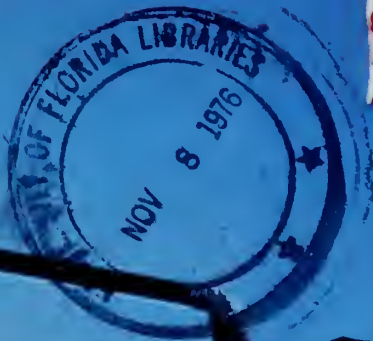
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AT RIGHT: Vice Admiral Samuel L. Gravely, Jr., was promoted to his present rank and assumed command of the U. S. Third Fleet on 10 Sep 1976 at Pearl Harbor, Hawaii. Admiral Gravely, the Navy's first black officer of flag rank, heads a force made up of some 100 ships and 60,000 Navy and Marine Corps personnel.





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Front Cover: Photo by PHC C. L. Wright

Left: Clamp down aboard the destroyer USS Hull (DD 945). Photo by PH1 C. N. Begy.



Sub Escape Training

From ho-ho-ho to
'a piece of cake'

Story and photos by
By JO2 (SS) Pete Sundberg

Twelve wet young men stand in line, waiting. No one will admit he's even a "little scared," although nervous spurts of chatter and some laughter pervade the otherwise quiet passageway.

Suddenly, everyone's attention is focused on the slowly opening, 300-pound chamber door. The men climb through, crowding into the chamber. The door is secured behind them by a 13th man—a diver responsible for their safety.

Then, he opens a valve and water begins flooding the chamber from the mammoth training tank next to it.

The water temperature is 92° F., but here and there men shiver. Water continues rushing in until a gauge indicates chamber pressure equals that in the tank. By now the water is chest-deep—some of the shorter men are held above the surface by their companions.

"OK, men, put 'em on," says the diver.

They don Steinke hoods (inflatable life jacket with a hood attached—the air-filled apparatus allows a man to breathe underwater) and wait for the "go" order from topside. The word comes, the first man's vest is inflated, he takes a deep breath and steps from the chamber into the escape training tank to begin a 50-foot ascent to the surface.

The man travels upwards at 425 feet per minute, yelling "ho-ho-ho" (to expel air) at the top of his lungs. He breaks the surface, his momentum carrying him halfway out of the water. Two divers guide him to a ladder, he climbs out of the water and yells, "I feel fine," to a corpsman waiting to give him a medical checkup.

"It's a piece of cake," the now confident submarine school student says.

Submarine escape training at the Naval Submarine School, Groton, Conn., is only one phase of the seven-week curriculum. Escape training is completed early—usually during the second week of school. A student can't graduate until he has been pressure tested (to 50

Left: All submarine school students are tested shortly before beginning escape training to ensure they are able to withstand the pressure at a 50-foot depth. Right: A student, Steinke hood in hand, waits for word to enter the escape chamber.





feet) and successfully completes two buoyant, Steinke hood ascents in the diving tank.

Every safety precaution is taken before, during and after the training.

Before a student makes the ascent, he attends slide/lecture presentations, makes a number of dry runs and, finally, a practice ascent (without hood) from eight feet.

He learns that yelling "ho-ho-ho" while surfacing will save his life. If this is not done, the air in his lungs will expand and an air embolism will occur as the depth (and pressure) decreases.

During the ascent, experienced Navy divers in the tank monitor the student's progress. If a diver thinks a man is making a mistake, the student's ascent will be stopped and he will exit safely through an underwater air lock. The man is then told what he did wrong and sent back down to try it again.

On the surface, an underwater medical specialist checks the student for aftereffects. If the student appears to be suffering from an embolism, for example, he's immediately put into a recompression chamber.

With the anxieties of escape training behind him, the student must concentrate on the academic challenges of sub school. He'll spend many hours in the classroom learning how a submarine operates.

He has to become familiar with the boat's major systems, how they work and what to do if they fail. Diving, surfacing, trimming, life support systems, battle stations—everything that goes into the successful operation of a submarine.

He'll get practical experience on one of the many submarine ship control simulators. Teamwork and operating procedures are stressed.

With the experience gained, in both normal and emergency situations, the future submariner will be able to walk aboard a submarine with a "feel" for how it handles, thus reducing time required to qualify on the ship control watch station.

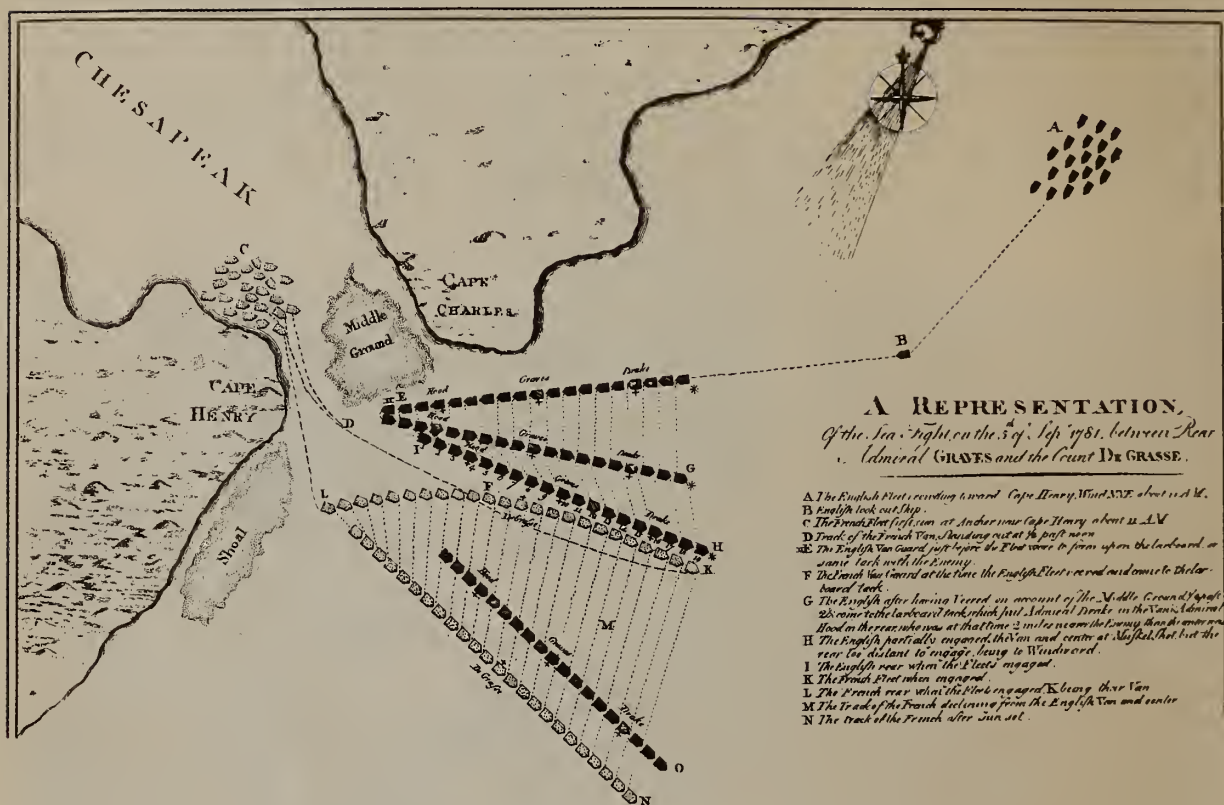
Upon graduation, the student is assigned to a submarine to begin working for his "dolphins." He'll soon discover that qualification isn't easy but earning those dolphins is worth it.

Left: Surfacing from the 50-foot level during Steinke hood escape training. Below: Students learn to work as a team on a mock-up of the ship's control panel.



the Unsung Hero

Comte de Grasse



By JO1 Jerry Atchison

One of the curious twists of the Revolutionary War revolved around the man whose name is borne by the newest of the U. S. Navy's Spruance-class destroyers, *Comte de Grasse* (DD 974).

Francois Joseph Paul, Comte de Grasse, was a Frenchman who fought in an American War. He was also a seagoing man who fought in what was primarily a land-based conflict. Yet his actions helped cap the fledgling colonies' struggles against Great Britain.

It happened like this. Late in the summer of 1781, the main body of British troops in America, led by Lord Cornwallis, were encamped near Yorktown, Va., on a spit of land surrounded on three sides by the James and York Rivers and the Chesapeake Bay. Washing-

ton's troops were pressing in from land to the North and West.

Cornwallis, his back to the sea, was not too concerned about his apparently precarious position. The British fleet, after all, was the mightiest in the world and had proven its strength time and time again. British ships had thrown up a blockade of American ports that threatened to strangle the economic life out of the revolution. Cornwallis assumed the fleet would either support his forces in Yorktown or embark his army—leaving the field to the American and French armies (Lafayette directed the French army at Yorktown).

Neither Cornwallis nor the British fleet anticipated the actions of the Admiral of the French fleet, Comte

de Grasse.

To understand how de Grasse came to be involved, let's back up a bit. In March of 1781, King Louis XVI ordered de Grasse to the West Indies to command French squadrons in the waters of North America. His job was to protect French colonies in the southern part of North America.

Over this whole scene hung a cloud of French humiliation at the hands of the British in the actions of the Seven Years War. France wanted not only to get even with her arch rival of the high seas but also to establish new trading opportunities with the young United States. King Louis' instructions to de Grasse were explicit: deliver a decisive victory at sea and neutralize British sea power.

Communications between de Grasse, General Rochambeau (overall commander of French troops in the colonies) and General Washington promised just such an opportunity as Cornwallis moved his army to Yorktown.

The main body of the French fleet was located in the West Indies. The British were in the waters off New York. Making a bold decision, de Grasse ordered the French ships to chart a course for the Chesapeake, leaving the West Indies unprotected from the sea.

His intentions were well masked. The British, sure that the French were heading toward New York, moved their forces off Sandy Hook to meet and repulse the expected invasion of that important city. In the meantime, the largest concentration of French ships during the Revolutionary War made its way instead toward Chesapeake Bay.

The situation was deteriorating for Cornwallis. Yet he was confident that the British fleet, which boasted a record of success, would salvage his position. Outmaneuvering Cornwallis' armies, Generals Washington and Rochambeau joined up their troops with those of Lafayette near Yorktown.

The combined American and French Army now numbered over 20,000 versus 7000 available to Cornwallis. And still Cornwallis continued to look to the sea for help.

The arrival of de Grasse's fleet in the Chesapeake on August 29 sealed their fate. De Grasse put additional troops ashore and delivered needed funds to pay the American and French troops. The defeat of Cornwallis could now only be averted by a British naval victory.

But what of the British fleet? Admiral Graves, British Commander in American waters, belatedly realized the French fleet was not sailing for New York. All indicators now pointed toward the Chesapeake—and Cornwallis!

Graves thought the situation could still be salvaged. He felt his 19 ships would prove decisive in any action against a French fleet he assumed would number only 12 ships at most.

It was a very surprised Admiral Graves who entered Chesapeake Bay on the morning of September 5. There to greet him were 24 French ships-of-the-line ready to do battle.

The ensuing battle is history. The fight lasted only two and a half hours. The British lost only one ship, but the remainder of their fleet was so badly damaged that another engagement with the superior French naval



Comte Francois-Joseph Paul de Grasse

forces was out of the question.

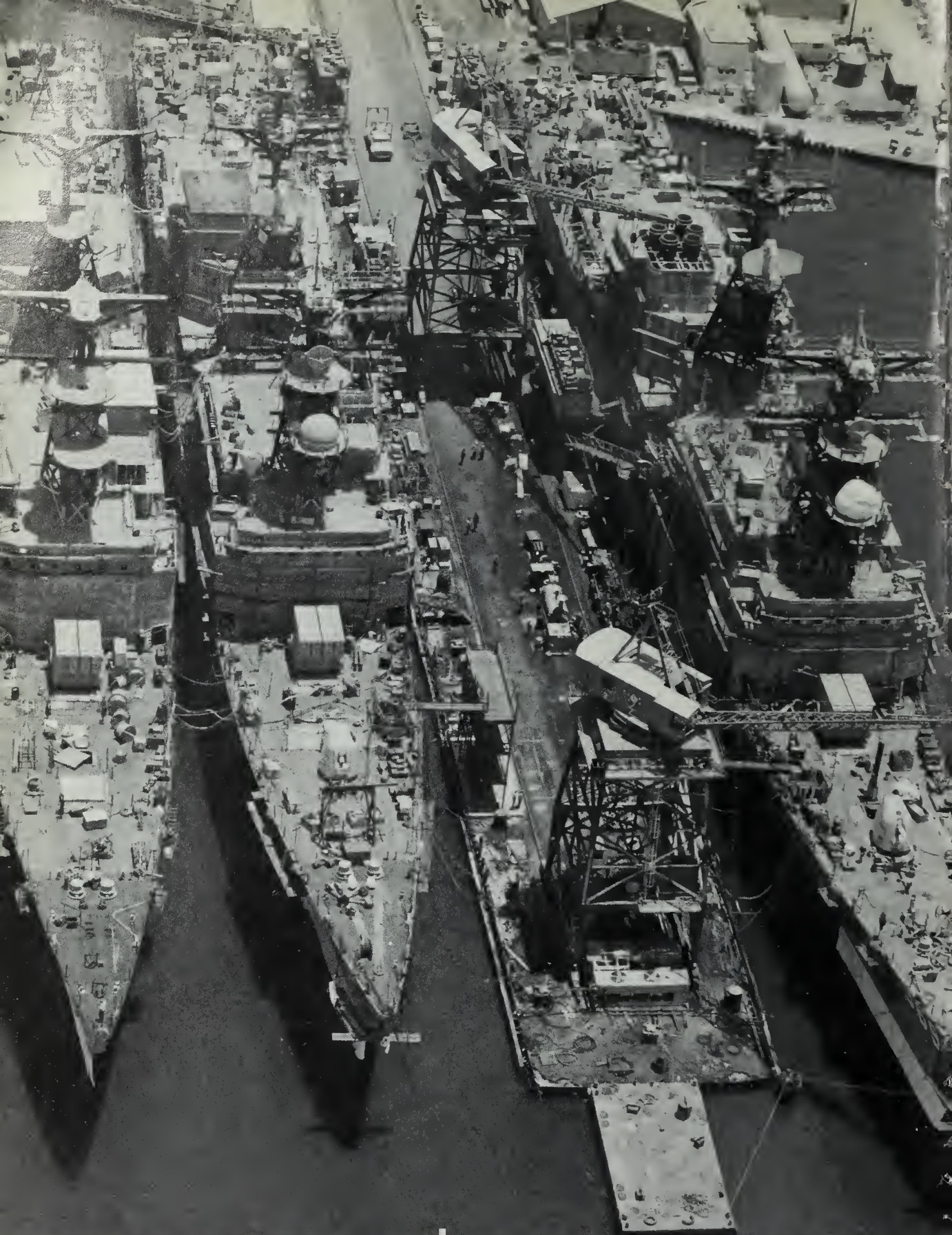
The British lost the battle at sea. Cornwallis lost the badly needed support of naval forces. Great Britain lost the war against the American colonies.

Lord Cornwallis surrendered to General Washington on October 19. De Grasse, the man responsible for achieving naval superiority by stripping French naval forces in the West Indies was too ill to attend.

Nor was he to achieve recognition during his lifetime. Americans were reluctant to credit the French Admiral with this critical action of the war, because it was entirely fought by the British and French. The British admirals involved were never censured for not gaining victory.

During a subsequent battle in the West Indies, de Grasse was captured by British Admiral Rodney and spent the remainder of that war as a prisoner in London.

After the war he was acquitted by a court-martial, retired to his country estate and published his memoirs. Comte de Grasse died in 1788 at the age of 65, an unsung hero of the American Revolutionary War.



comte de grasse

a name from the past ...a ship for the future

Comte de Grasse (the man) and *Comte de Grasse* (the ship) share more than just the name. The man carved his niche in history by doing the unexpected—and succeeding. There's a lot about DD 974 that even the oldest salt wouldn't expect to find—but would appreciate nonetheless.

The ship is the 12th in a series of 30 *Spruance*-class destroyers slated to join the fleet. She, like her predecessors, shares some rather surprising innovations in shipboard design, operation and habitability.

Comte de Grasse was launched during the summer and much work remains before she formally joins the fleet. But a stroll about her equipment-covered decks and down into her yet unfinished living and work spaces points up some innovations that are already at work aboard operational *Spruance*-class destroyers.

As a start, there are the engineering spaces—the heart of any ship. But this ship's heart beats in an unusual

way. Four 220,000-horsepower marine gas turbine engines turn variable-pitch screws that will push *Comte de Grasse* at over 30 knots. Sailors accustomed to earlier vintage destroyers get a surprise the first time she gets underway. The familiar throbbing sound of conventionally powered ships has been replaced with the high-pitch whine heard around airports as jets wind up for takeoff.

"The first time I went to sea on a ship of this class," said a now seasoned gas turbine engineman, "I felt like I was in an airplane. As we headed across the harbor I half expected the darn thing to sprout wings and lift out of the water."

The ship does not fly, but her gas turbine engines allow her to "light off" and get underway in only a fraction of the time required by other ships.

Although *Comte de Grasse* will be a multimission ship, emphasis is on antisubmarine warfare. Naturally



Combat Information Center aboard *Spruance*-class destroyers
(Photos by Litton).



enough, the brains of her ASW system are in the combat information center (CIC). Beneath the deceptively simple exterior of the CIC's ASW computers and equipment lies an incredibly complex system. ASW teams are able to identify and track submarines using a variety of techniques, transmit this information to a number of weapons systems and pass on information changes even after the weapons have been fired.

Turning from turbines and computers, to living spaces, the observer quickly learns why some have called *Spruance* destroyers the most "people-conscious" class of ships in the fleet.

Workmen are dipping brushes into paint cans that contain anything but standard battleship gray or pilot-house green. Bright colors are going up on bulkheads while patterned carpet is being laid underfoot.

Gone are the standard metal furniture, head- and knee-knocking hatchways and narrow bunks. Besides the distinctive design of the three-tier racks, one notices the ample amount of clothes closets for hanging the new uniform (and, perhaps, a selection of civvies for liberty.)

But the crew's comfort is not only considered in the living spaces. All work spaces have been designed with

the crew in mind. Since *Comte de Grasse* is about twice the size of World War II destroyers (she still carries nearly the same size crew), thought had to be given to easing the load of operating a large, complex ship.

Along with the benefits realized from on-board computers and automated systems, there are work consoles designed so that operators in the engine room, CIC or bridge, will have everything they need at their fingertips.

Since a ship has about a 30-year life-span, *Comte de Grasse* was designed with tomorrow's technology in mind. Like many modern household appliances, the profusion of equipment aboard *Comte de Grasse* has been built into integrated units. These units not only save space, but also permit simple and rapid replacement with updated equipment.

The importance of efficient crew operations strikes home once you return topside. She is a big destroyer and, right now, appears to have twice as many shipyard workmen swarming over her as the total number of her completed crew.

Her weapons systems—from *Harpoon* missiles to LAMPS helicopters—will be contained on decks where only empty housing now exists. Until she is finally ready



to join the fleet, we can only surmise from her sister ships already afloat how *Comte de Grasse* will look.

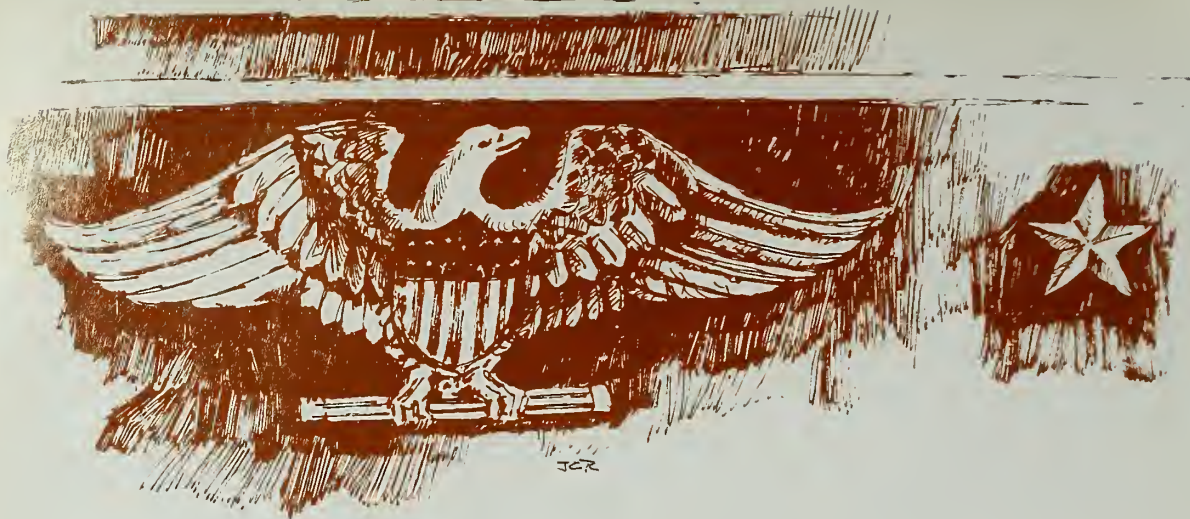
But it is fascinating to consider the ties between *Comte de Grasse* (the man) and *Comte de Grasse* (the ship). The American Revolutionary War hero provided a very real line of defense for Washington's troops during the Battle of Yorktown, and in so doing gave a startling object lesson in the real value of seapower. Providing that equally important line of defense today for our aircraft carriers and support ships will be DD 974's assignment.

Comte de Grasse, by his actions, served to cement the ties between France and America. According to Madame Giscard d'Estaing, wife of the President of France, the ship *Comte de Grasse* will be a renewed symbol of that relationship.

Speaking at the launching ceremonies this past summer she said, "We have always found the same wish to keep alive the privileged ties that have united our two countries for 200 years, those ties which, with a generosity we shall never forget, America renewed during the two world wars."

It's true. *Comte de Grasse* is a particularly appropriate name for a particularly distinctive ship. J.A.

Above: Madame Valery Giscard d'Estaing, wife of the President of France and sponsor of *Comte de Grasse* (DD 974), christens the ship with traditional bottle of champagne (Photo by Litton). Left: Galley service line for enlisted men on Spruance-class destroyers (Photo by PH1 Lonnie M. McKay).



The Lore of 'Old Ironsides'in Words and Pictures

Sketches by John Roach

John Roach's sketches of *Constitution* on these and the following pages represent a happy blending of artistic talent with a maritime background that goes back to his childhood.

"My father was a naval architect and I grew up around Ft. Lauderdale, Fla. and Newport News, Va.—two major seaport cities," Roach recently told *ALL HANDS*.

"By the time I was 14 or 15 I knew I was going to be an artist and seagoing themes were what I knew best."

The 33-year-old artist has had a lot of opportunities to practice his craft. As a Navy journalist third class, Roach was assigned to the Navy Recruiting Aids division at the Washington Navy Yard where he produced artwork for the recruiting program. After his tour in Washington, he spent time attached to the staff of Commander Seventh Fleet where he made paintings and sketches of the Navy's involvement in Vietnam—both in country and in the Gulf of Tonkin.

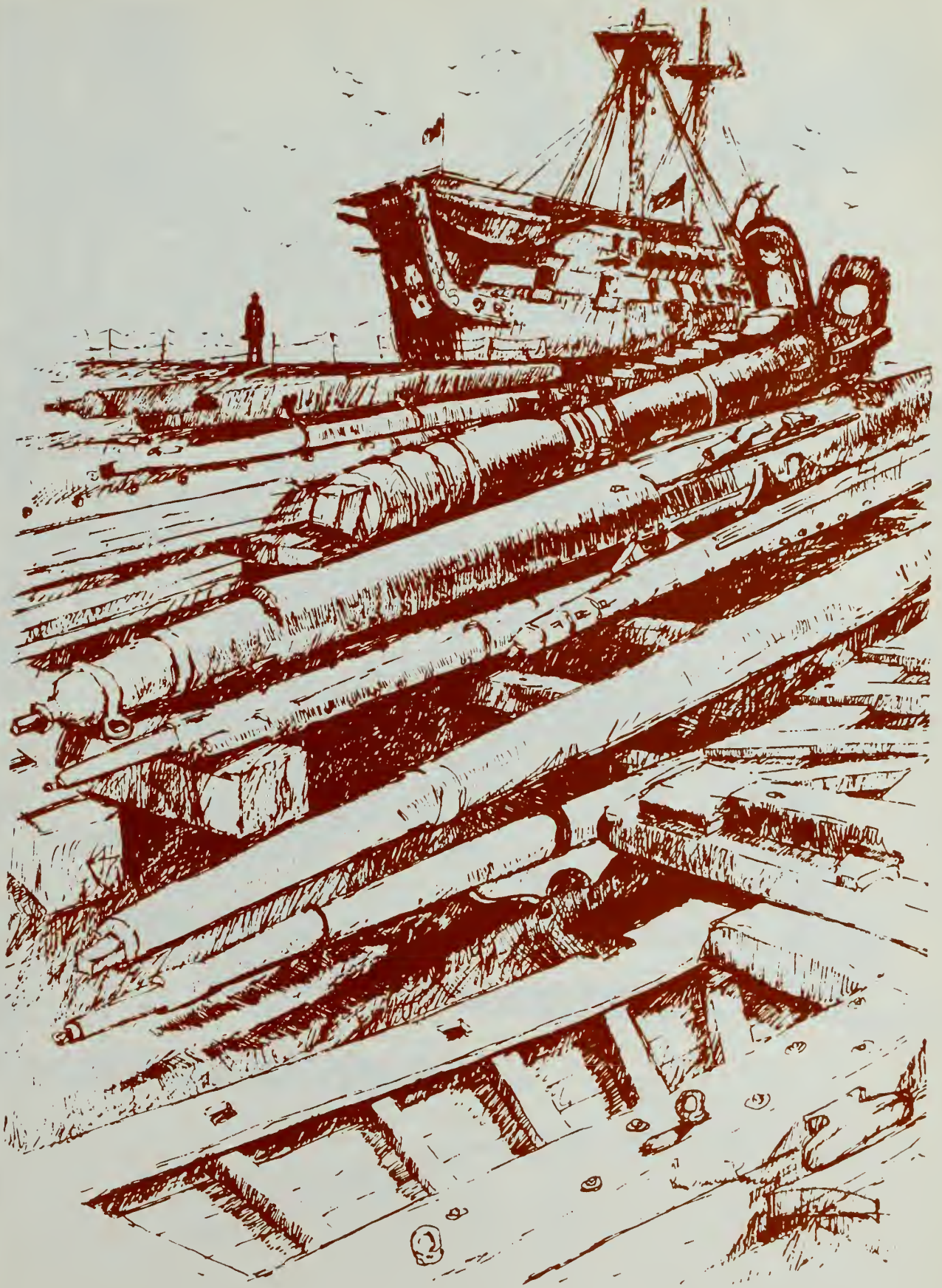
After completing his Navy enlistment, Roach went to work for a civilian ship design firm, but still maintained his close ties to the Navy. In 1974, he received

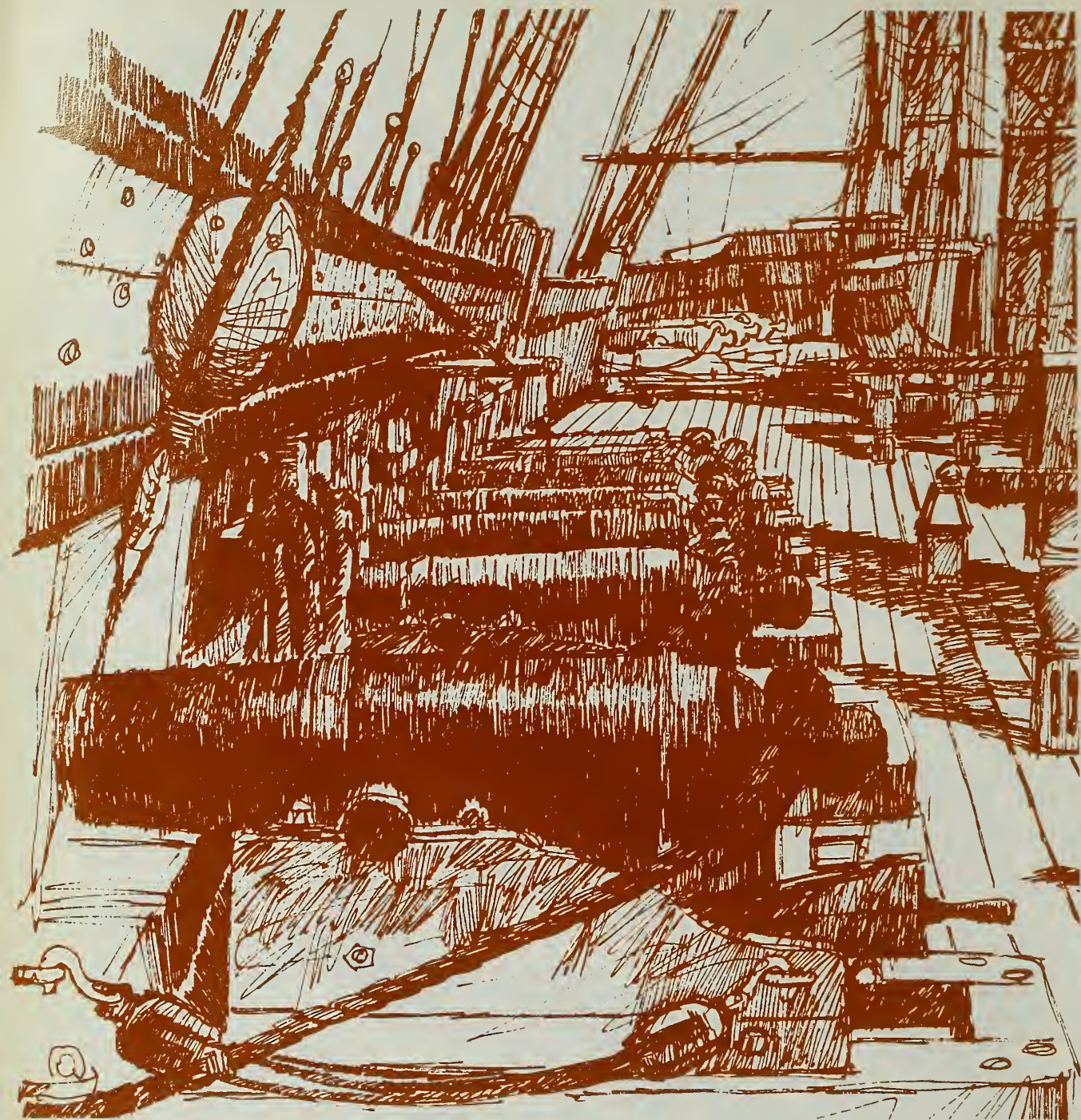
a commission in the Naval Reserve. As Lieutenant (jg) John Roach, he has worked on a number of Navy-related themes for the Navy's Combat Art Program.

The *Constitution* project developed out of an idea he had to illustrate items of historical interest for the bicentennial year. About a year and a half before the bicentennial, Roach set off to sketch not only the grand sweep of the U. S. Navy's oldest ship, but also the important details of life aboard that ship 200 years ago. He combined his artistic talents with in-depth research to come up with the sketches shown here.

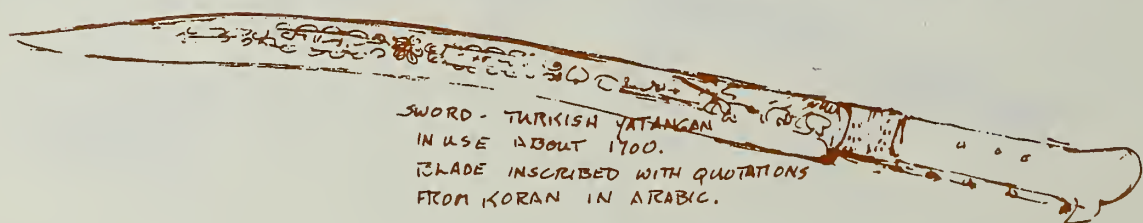
John Roach continues to sketch and draw and paint his maritime subjects for the Navy. He brings to the task years of study at fine arts academies in France and Germany, along with a fine arts degree from the University of Maryland. He is now completing work for a master's degree in fine arts from American University, Washington, D. C.

But his talents have not been used exclusively on maritime subjects. He was tapped to assist the noted American painter Allen Cox, in painting historical murals in the House of Representatives wing of the nation's Capitol.





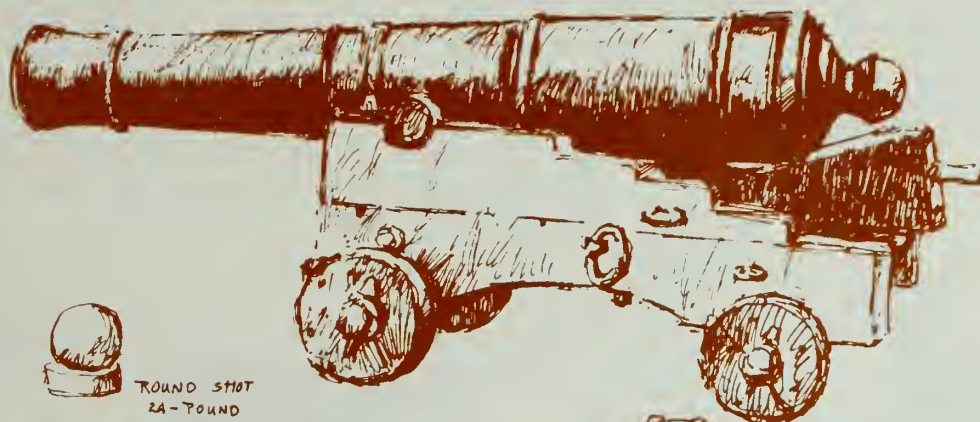
SPAR DECK AND GUNS



SWORD - TURKISH YATANGAN
IN USE ABOUT 1700.
BLADE INSCRIBED WITH QUOTATIONS
FROM KORAN IN ARABIC.

24-POUND LONG GUN
AMERICAN

THE LONG GUN WEIGHS 5,730 LBS. CHARGED WITH ABOUT SIX LBS OF POWDER, IT COULD FIRE A 24-POUND SHOT A RANGE OF TWELVE HUNDRED YARDS.



ROUND SHOT
24-POUND



GRAPE SHOT



ROUND SHOT



DOUBLE HEAD
SHOT



SPONGE



CHAIN SHOT



RAMMER

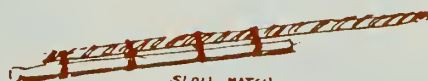
EXTRACTOR



POWDER BUCKET



MAGAZINES WERE DEEP IN THE SHIP BELOW THE WATERLINE. THE GUNPOWDER WAS STORED IN WOODEN CASKS. YOUNG LADS RUSHED POWDER CHARGES TO THE GUNS ABOVE DECKS. THESE YOUNG BOYS WERE CALLED POWDER MONKEYS AND WERE FREQUENTLY THE TARGET OF THE SHARPSHOOTERS WHO TRIED TO EXPLODE THE CHARGE.



SLOW MATCH

EACH GUN WAS PROVIDED WITH LENGTHS OF SLOW MATCH WHICH WAS USED TO SET OFF THE POWDER TRAIN ON TOP OF THE GUN. THESE MATCHES WERE PIECES OF HEMP OR COTTON ROPE BOILED IN A LEAD SOLUTION WHICH MADE THEM STIFF AND SLOW BURNING (ABOUT 4 INCHES AN HOUR).



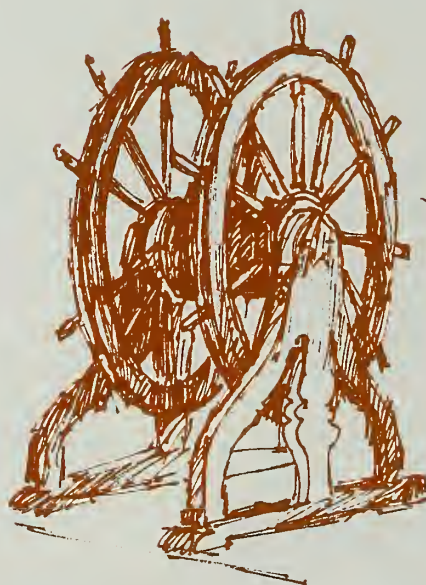
HEATING POT HANGING THROUGHOUT THE SHIP. THE SOURCE OF HEAT WAS EITHER CHARCOAL OR A CANNON-BALL HEATED TO RED HOT ON THE GALLEY RANGE.



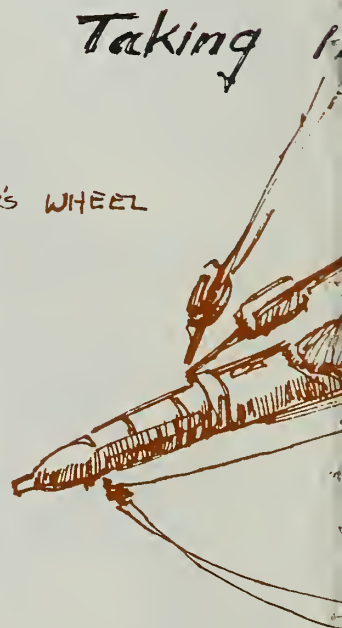
CONSTITUTION CARRIED SIX ANCHORS. THEY INCLUDED TWO BOWERS WEIGHING 5304 LBS. EACH, AND COMMONLY USED IN ROUTINE ANCHORING, ALSO CARRIED WAS A 5443-POUND SHEET ANCHOR. THE OTHERS WERE A 1100-POUND STREAM ANCHOR AND TWO KEDGE ANCHORS, ONE OF 700 LBS AND ONE OF 403 LBS. AS MANY AS 130 MEN WERE NECESSARY FOR THE ANCHOR DETAIL.



SPIRIT COMPASS

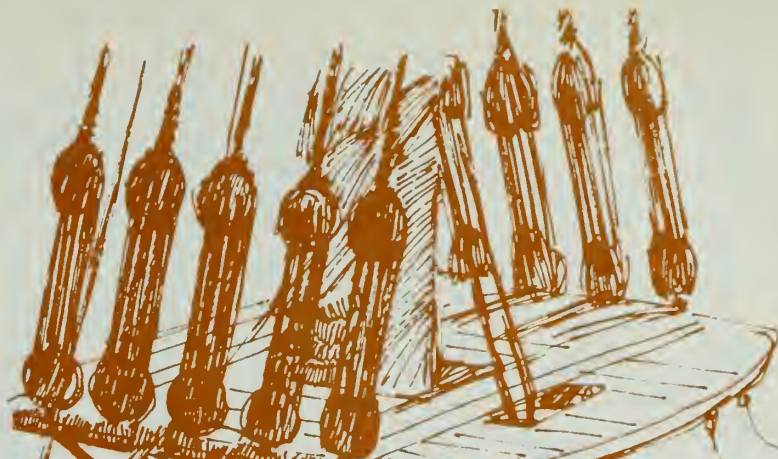


SHIPS WHEEL



OLD COIN DATED 1797
PLACED UNDER THE MUZZLE
WHEN STEPPED IN PLACE

ONE OF TWO COMPASS
BINNACLES



Sail



A SAILOR HAD TO BE VERY CAREFUL WHEN
ALOFT. TAKING IN SAIL REQUIRED ATTENTION,
COOPERATION AND COMMON SENSE.

IT WAS A VERY DANGEROUS MANEUVER. IF
THE SAIL EVER GOT AWAY FROM A MAN
IT COULD KNOCK HIM OFF HIS FOOT ROPE
TO FALL IN THE SEA BELOW.



CARVING KNIFE MADE
FROM A DECK SPIKE
PART OF THE ORIGINAL
MESS GEAR OF
CONSTITUTION

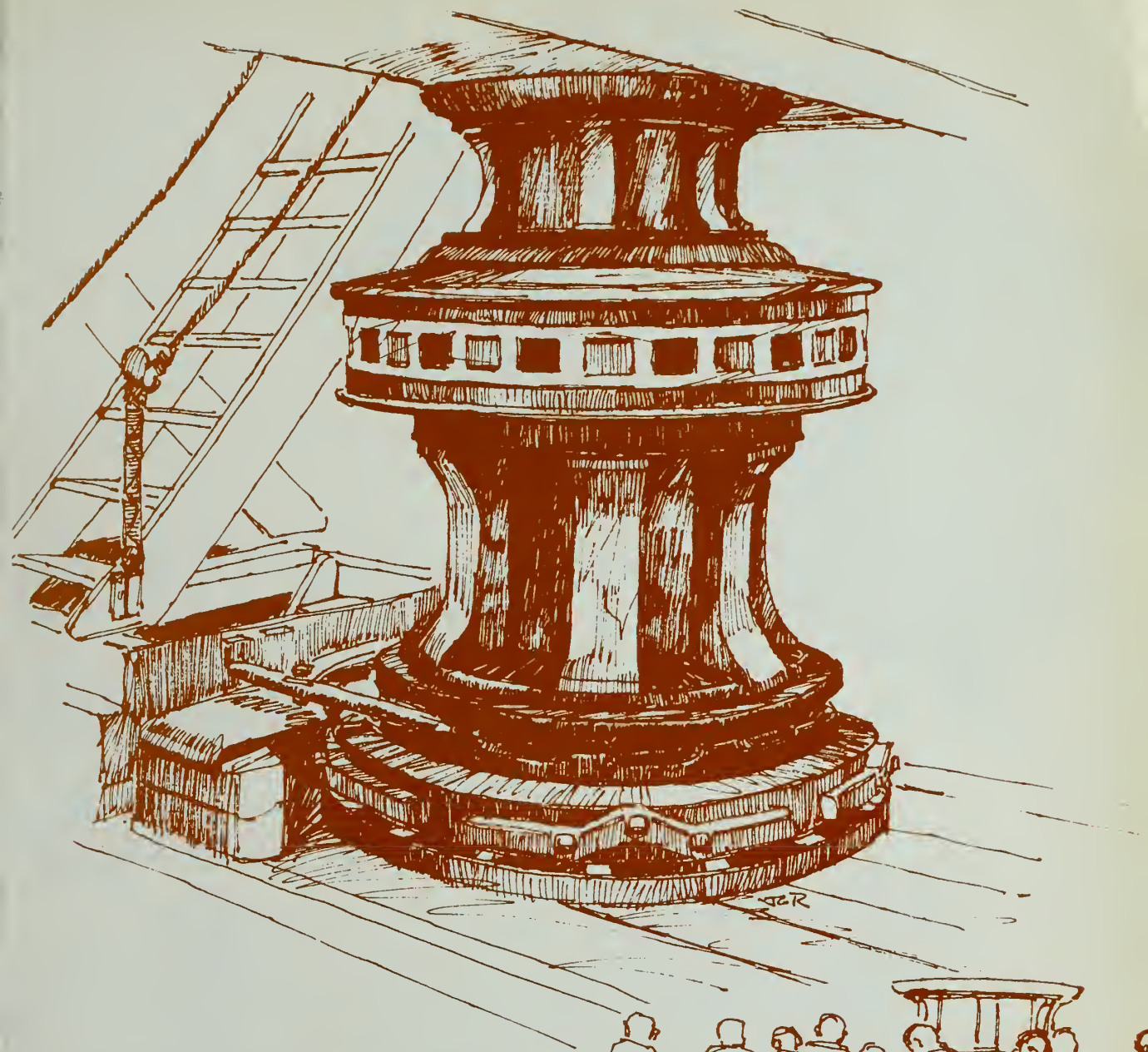


QUARTERDECK WATCH

OFFICERS AND MEN AT THEIR

STATIONS

BY THE SHIP'S HELM IS THE SAILING MASTER, A SENIOR WARRANT OFFICER WHO IS RESPONSIBLE FOR TAKING THE SHIP WHEREVER THE CAPTAIN ORDERS. ON THE HIGH SIDE OR WINDWARD THE SENIOR HELMSMAN WOULD STAND ASSISTED BY ANOTHER MAN ON THE OTHER SIDE. THE COMPASSES ARE IN THE TWO BINNACLES FORWARD OF THE SHIP'S WHEEL.

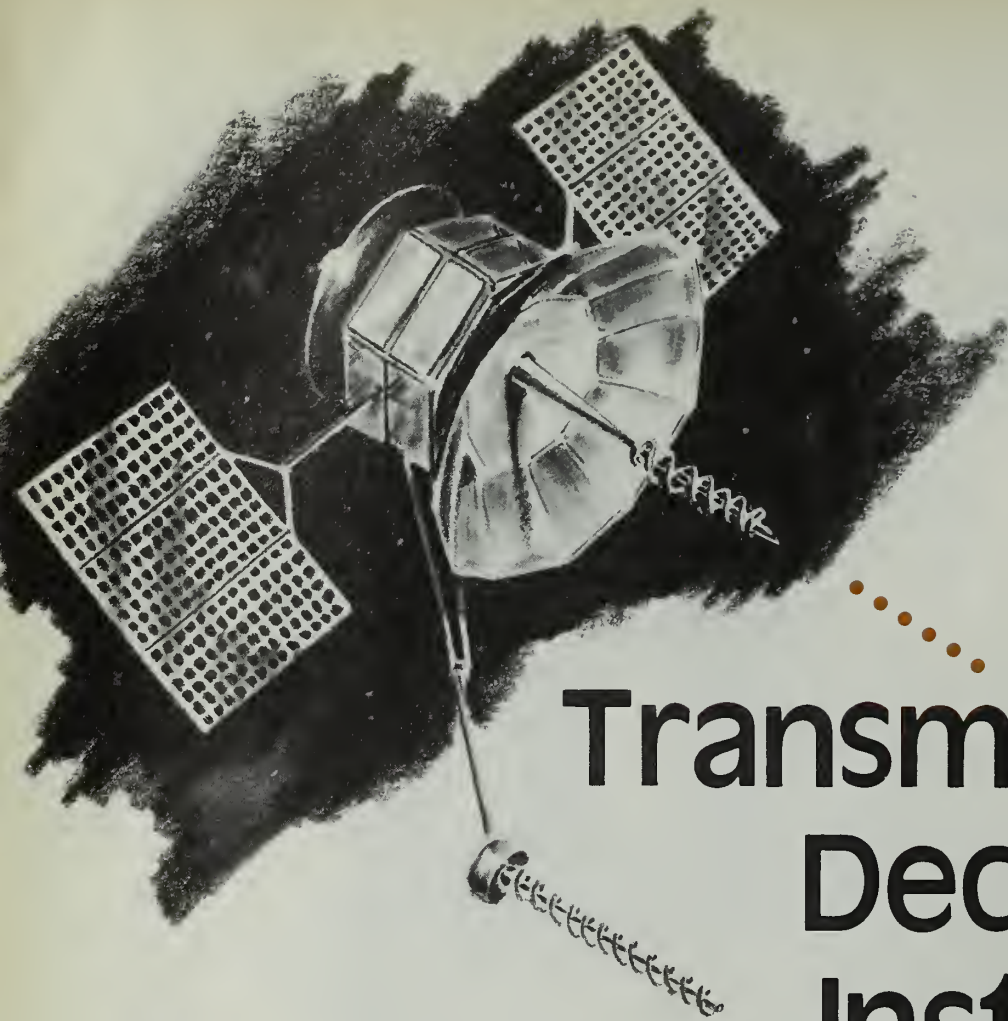


SHIP'S CAPSTAN

THE CAPSTAN WAS USED FOR TASKS REQUIRING GREAT EFFORT: WEIGHING ANCHOR, LIFTING BOATS, SPARS, TACKLING THE SHIP'S YARDS, ETC.

BY ENGAGING A LARGE PIN IN THE CAPSTAN ON THE SPAR DECK ABOVE, THE TWO CAPSTANS COULD THEN BE USED SIMULTANEOUSLY WITH EVEN GREATER EFFECT.





Transmitting Decisions Instantly

Story by JOC Tom Jansing.
Art by LTJG Bill Ray.

When Napoleon chose his fields of battle, he always positioned himself and his staff on the high ground. From that vantage point, he was able to hold a measure of control by observing the results of his orders, and by gaining new information on which to base new orders. Thus, he was able to effectively command his armies. He was practicing what today's military men call C³—command, control and communications.

The three Cs are central elements in the management of armed forces. Today, as in Napoleon's time, the military leader must maintain *control* of the situation by gaining information and monitoring execution; he must *command* with the assurance that his decisions will be immediately and effectively executed; and he must rely on good *communications* as the primary means to that end.

But Napoleon's modern-day counterpart, on land and at sea, faces a far more complex and difficult task, requiring constant attention and exotic scientific technology. Because of the great distances involved, the devastating nature of modern weapons and the speed of military actions, information must be gathered, and decisions conveyed to the field instantly.

The Worldwide Military Command and Control System (WWMCCS) was established in the early 1960s to carry out modern-day U. S. military C³ requirements. At that time, the unified and specified commands were given the authority to build up their own C³ systems. Each was primarily designed around the command's own mission, and was to be compatible with the systems of the other commands. They were also to be compatible with the system that supported the national command authorities—the President and Secretary of Defense.

The system didn't always work. Messages often got mixed up on their way to the field, and many were not routed into the Washington C³ system.

In January 1967, when USS *Pueblo* was seized by the North Koreans, there were problems in getting messages back and forth. This focused a great deal of attention on military communications systems.

At a meeting at the National Press Club in October 1971, Deputy Secretary of Defense David Packard said, "We are making some changes which will, in effect, centralize and improve the management of the Worldwide Military Command and Control System and, more

C³ Command Control Communications

importantly, that portion of the wwmccs that is called the National Military Command System (NMCS)."

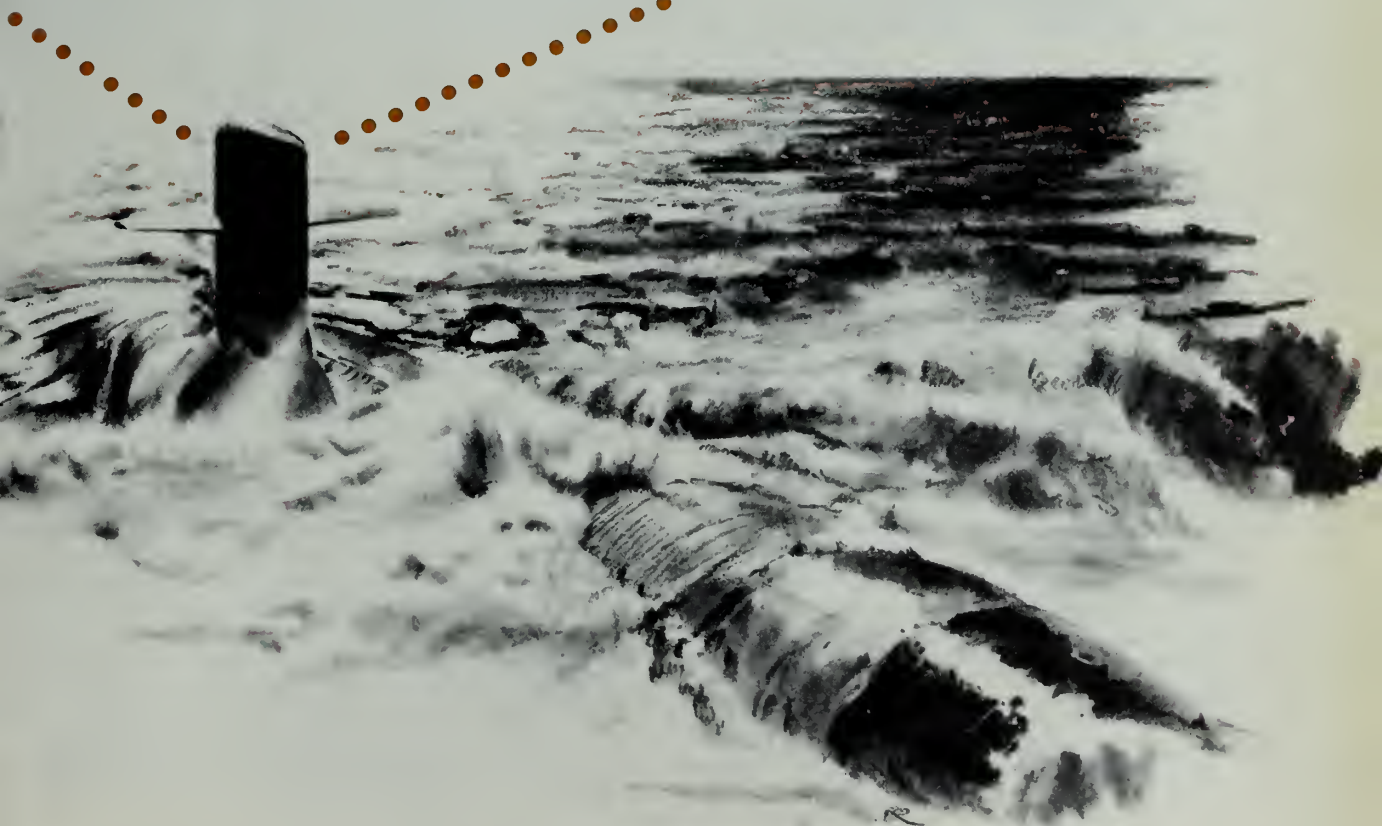
The plan called for the Chairman of the Joint Chiefs of Staff to be responsible for overall operation of the NMCS. It changed C³ so that local commanders had to design their command system to meet the requirements of the national command system first, and second, to meet the requirements of their own mission.

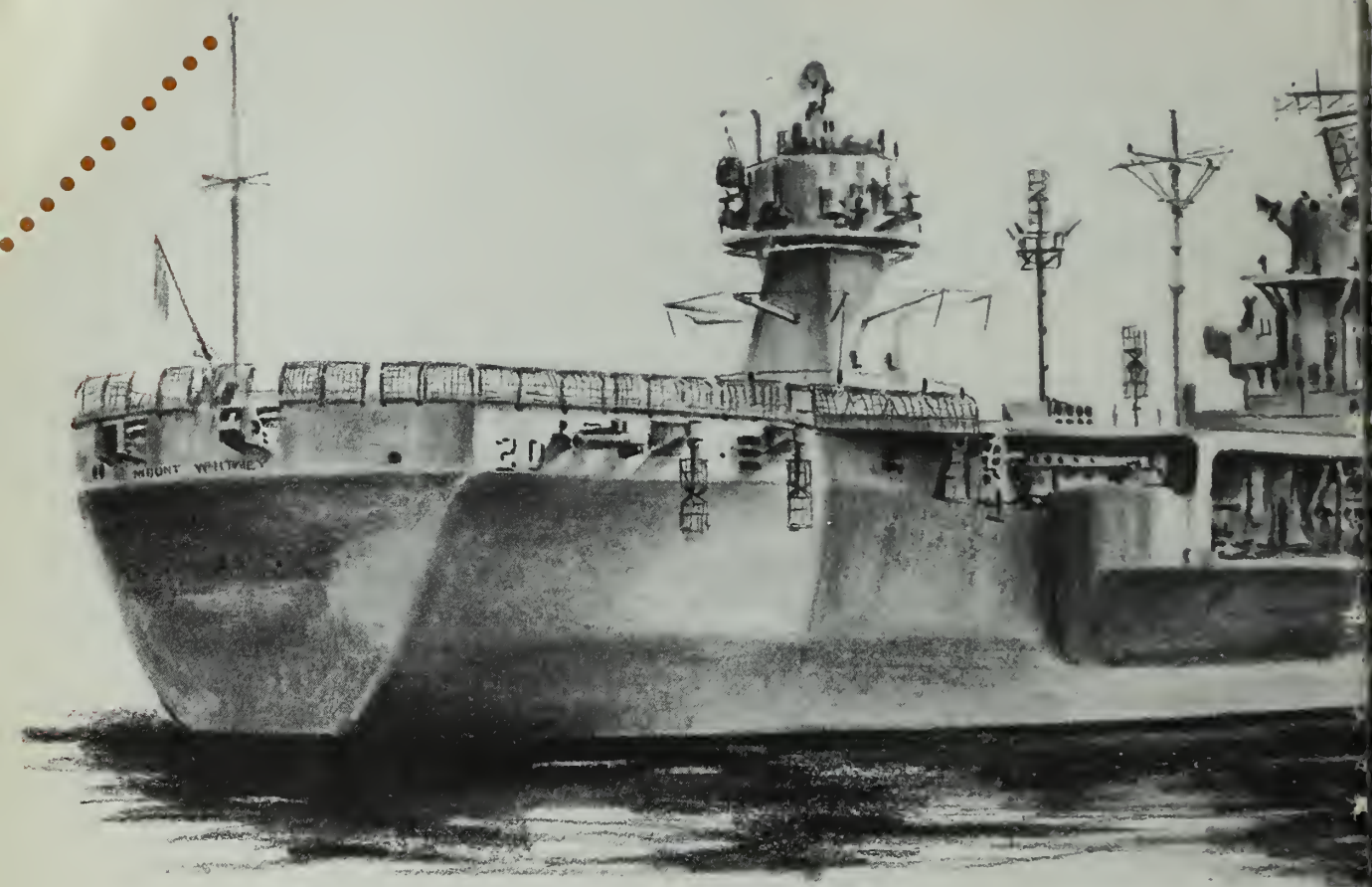
The wwmccs got its next important test during the Middle East crisis in October 1973. U. S. intelligence sources reported that the Soviet Union was preparing to send several thousand airborne troops into Egypt to "aid" in the cease-fire between the Israelis and the Arabs.

As a result of this information, and other important factors, the National Security Council met at the White

House and decided to put all active duty forces on global alert. The order went out from the National Military Command Center in the Pentagon through the facilities of the wwmccs. Unified and specified commands around the world received this mandate—in less than three minutes. The system was shaping up.

(Cont. on page 23)





C³ also means Sophistication

The Command, Control and Communications System (C³) calls for a variety of new and highly sophisticated equipment. These are some of the more important.

- **AFSATCOM.** The Air Force Satellite Communications Program is designed to give north polar coverage to NMCS. AFSATCOM I recently completed its test and evaluation phase, and production is scheduled to begin this year. In the meantime, AFSATCOM II is being planned. This phase will upgrade antijam capabilities and improve physical survivability.

AFSATCOM will use short, low-speed (teletype rate) messages to execute orders, receive feedback and re-direct forces. Its low speed will permit use of relatively simple ultrahigh frequency, low-power equipment.

- **DSCS.** The Defense Satellite Communications System is a high capacity, superhigh frequency system which will provide secure voice links for the WWMCCS. It also supports communications if other systems are disrupted for the President, the Diplomatic Telecommunications Service and transmission to CONUS of some

surveillance, intelligence and early warning data.

Four DSCS satellites are presently in operation which gives global coverage. In 1974 six more satellites were contracted for to give continuity to coverage by 1977-80. More than 50 stationary satellite ground terminals and a number of highly mobile terminals for deployed Army, Air Force and Marine Corps forces are being developed.

- **FLTSATCOM.** The Fleet Satellite Communications Program will help relieve the Navy of its almost total dependence on high frequency transmissions for beyond-the-horizon communications. It will also add capabilities not possible with high frequency, such as antijam of the fleet broadcast system.

Like AFSATCOM, FLTSATCOM operates at ultrahigh frequency, making possible the use of relatively low-cost terminals and simple antennas. Unlike DSCS, it will have a small capacity with no use of widespread voice circuits. For this reason the Navy is developing the automatic message handling system (IXS).



(From page 21)

wwmccs had come a long way since the *Pueblo* incident.

In February 1974, the wwmccs Council met and decided to find a master plan (an "architecture" as they call it) for a system which will be based on present and future C³ needs. The effort to develop that system is now underway.

Today, the wwmccs, through the National Military Command Center (NMCC) in the Pentagon and at two alternate command facilities, is kept in continuous communications with the "first priority" NMCS.

The Strategic Air Command (SAC) is tied to the NMCC through its principal command post at Omaha, Neb., and airborne command posts. In event of attack, the airborne posts would be linked to the NMCS through Omaha. SAC has eight airborne command posts involving 24 aircraft. (→)

FLTSATCOM has already begun operation to cover the Atlantic and Pacific oceans using leased satellite "transponders" capable of emitting coded radio signals. Product of its own satellites began last year, and launches are scheduled for 1977.

- **AABNCP.** The Advanced Airborne Command Post will be built on board an E-4 aircraft to give national command authorities protection and flexibility in the event of nuclear war. It will be capable of satellite communications and have a computer terminal connected directly to the wwmccs ground-based automatic data processing system.

The system is being developed in increments to take advantage of growing understanding of the command and control problems. The first aircraft was delivered in 1974 and a program completion date is not known.

- **SEAFARER.** This is a land-based, "highly survivable," antijam communication link from the NMCS to ballistic missile and attack submarines—the least vulnerable of our strategic offensive forces. It will allow

global communications with these submarines.

Initial tests have demonstrated the operational and technical feasibility of the SANGUINE system. Development and prototype testing are continuing at present.

- **TRI-TAC.** Established in 1971 as a joint Army, Navy, Marine Corps and Air Force program, the Tri-TAC objective is to develop compatible communications equipment. The gear must also be compatible with the Defense Communications System and systems of our allies, particularly NATO. A completion goal of the early 1980s has been set for this project.

- **COMSEC.** Communications Security is a continuing program involving (1) the research, development, procurement, maintenance and operation of cryptographic devices; and (2) the supervision and monitoring of DoD telecommunications to assure an acceptable level of communications security.

Current objectives are development and procurement of COMSEC equipment for combat net radio systems, and secure voice terminals for the Tri-TAC system. ■



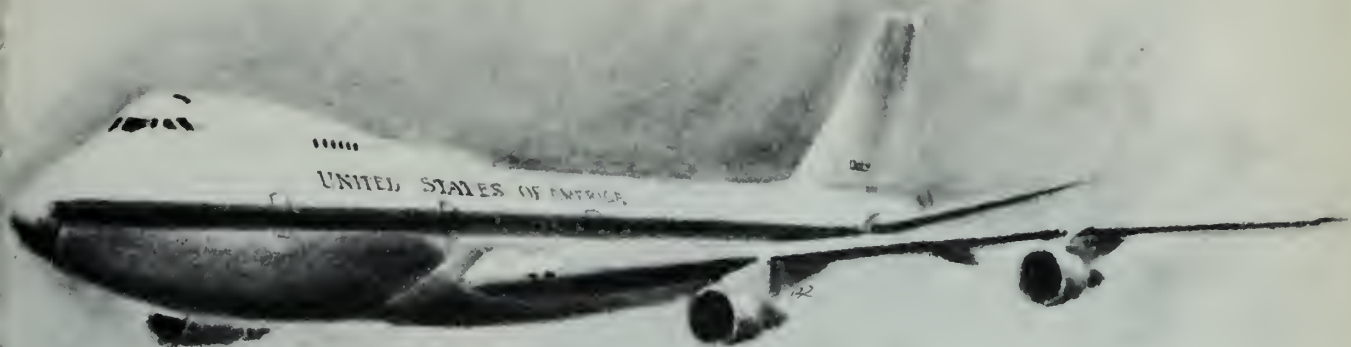
Sea-based strategic missile forces are also linked to NMCS through appropriate subordinate commands, Navy shore-based and sea-based radio stations and the Navy TACAMO (Take Action and Move Out) relay aircraft. Navy transmitters can also be linked to SAC forces. When all the authorized TACAMO aircraft are available it will be possible to keep one plane flying at all times over both the Atlantic and Pacific oceans.

All WWMCCS networks are deliberately designed with redundant systems for high security and survivability. Other programs now being developed and put into use will also enhance these important factors.

Satellite communications offer solutions to C³ problems which are difficult, expensive or impractical to solve by other means. Although not inexpensive, satellites have many advantages such as alternate communications routes, great geographic flexibility and good protection from physical attack and jamming.

Three satellite communications systems for the C³ program are now under development: The Fleet Satellite Communications Program (FLTSATCOM), the Air Force Satellite Communications Program (AFSATCOM) and the Defense Satellite Communications System (DSCS). (See page 22.)

In addition to satellites, other communications programs are underway. These are: the Advanced Airborne Command Post (AABNCP), *Seafarer*, Tri-TAC and the Communications Security Program (COMSEC).



The Navy is developing a wide range of C³ systems in order to operate effectively on the far-flung oceans of the world. The systems range all the way from the extremely low frequency *Seafarer* communications system for submarines to the high frequency radio satellites for ships, aircraft and the Marine Corps. Command facilities are being updated by using the latest computer techniques to handle the astounding amounts of information and intelligence which are essential to the deployment and operations of a modern Navy.

At the heart of the Navy Command and Control System (NCCS) are the Fleet Command Centers (FCC) and the Tactical Flag Command Centers (TFCC). These are being developed to take maximum advantage of computer advances in order to provide commanders with information from many sources.

An FCC will ultimately be linked to its subordinate TFCCs by FLTSATCOM. Timely and accurate reports will flow both ways through this vital link.

FCCs are command centers for the main Navy operational commanders—CINCPACFLT, CINCLANTFLT and CINCUSNAVEUR—and a command support center for the Chief of Naval Operations. Through the FCC a CinC can correlate information from TFCCs and other sources to arrive at a well-thought-out, well-planned course of action for his forces to follow, and will be able to give them the best support from their own and other sources.


The FCC will provide afloat commanders (in TFCCs) the information and intelligence they need but which is not otherwise readily available to them. The CinC can also channel vital information through his FCC to his seniors to keep them apprised of any situation as it arises.

The TFCCs will be upgraded versions of afloat flag plots. They will provide at-sea commanders with immediate information from ships, aircraft and other local data systems which can be correlated with other information and stored in computers to be called up when needed. Afloat commanders will also be able to give CinCs in the FCC the local tactical situation from TFCCs faster and more accurately so that CinCs can fulfill their responsibilities to other operational units and to the DoD and National Command Authorities.

The FCC-TFCC link will make it possible for Navy commanders ashore and afloat to operate truly as a team. This teamwork will greatly increase the effectiveness of our operational forces. It will also serve the cause of detente by reducing the chance that a minor crisis will escalate to a major one by increasing the responsiveness of forces to relatively minor crisis situations.

Should such an escalation occur, however, or should an opponent underestimate the United States' strength and resolve, our C³ system will allow the Navy and other armed forces to quickly bring the maximum weight to bear in any conflict that results.





Questions and Answers Officers

Q. *In one of your question and answer installments, you noted that telephone conversations between enlisted personnel and their detailers are not considered to be official communications. Is this true of officers and their detailers?*

A. It is except in one instance. A telephone conversation between an officer and his detailer regarding an impending set of orders *is* considered official notification for all officers including retirement-eligible officers (see BuPers Note 1800 of 12 Mar 1976). When, in such circumstances, the officer accepts orders, the phone communication commits him to a minimum of one year in billet prior to resignation or release. (See SecNav Instruction 1920.3H).

Effective 30 Apr 1976, requests for retirement from officers who receive notification by any means within six months of their projected rotation dates, will normally not be approved. It has been policy to allow a *retirement-eligible* officer 10 days to request retirement in lieu of accepting his next assignment.

The purpose of this is to provide stability. If an officer accepts an assignment by phone and then changes his mind after the rotation process has gotten underway, it creates a hardship for the officer he is expected to relieve, as well as a potential problem in readiness. Thus, an officer who is notified of an assign-

Questions and Answers

ment over the phone is committed to at least one year in that billet before requesting retirement, resignation or release from active duty.

Q. Are women officers eligible for change of designator from the unrestricted line to the restricted line and the staff corps?

A. Yes, they are. Women are now serving in each of the staff corps, and a directive is in preparation authorizing their entry into the restricted line communities.

Q. Is it necessary to receive an application for augmentation or change of designator 30 days before the convening of a selection board? What happens to the application if it is not received within this time?

A. It is necessary to allow sufficient processing time, that is, to establish lists of candidates for the selection board, to draw officer records, to incorporate applications with the respective records, etc. If the application is not received by the deadline date, it is retained on file and presented to the next continuing augmentation board.

Q. If I am not selected for augmentation, how long must I wait before I can reapply?

A. One year from the date of the previous applica-

tion. Articles 1020120, 1020150 and 1020160 of BuPers Manual give details.

Q. Is it possible for a person to find out why he/she was not selected for different programs such as augmentation, change of designator, LDO/WO program or, reclassification of LDOs?

A. No. Records of why applicants are not selected are not kept. In a majority of cases, the reason for nonselection is that all aspects of the applicant's record did not compare favorably enough with those of his or her contemporaries.

Each selection board is convened by a Secretary of the Navy precept which contains instructions that board members may not divulge the nature and content of their proceedings. These instructions are based on the Secretary's determination that each board member must be able to arrive freely at his recommendation without pressures which could result in some officer having an advantage not available to all. The opinion and recommendation of each individual selection board member, in a particular case, are finally registered by his vote which is unknown even to the other members. Thus, it is never possible to state with certainty the precise reasons for any selection board action.

Q. I am an 1110 lieutenant commander, and block 104 on my latest ODC (Officer Data Card) contains the code XC2P. What does it mean?

A. Block 104 of the ODC is reserved for detailer remarks. The surface warfare LCDR detailers use three ready reference codes: X—officer has served an unaccompanied tour; C2—surface LCDR executive officer selectee with FY of selection; P—primary selectee for junior service college.

Q. How does an officer on active duty report self-acquired additional education which raises his/her current educational level?

A. Active duty officers are required to submit a brief letter to the Chief of Naval Personnel (Pers-3163) when an additional degree is acquired or sufficient credits are earned to change the educational level through self-acquired additional education. The report should include school name and location, dates attended, major field of study, level attained and title of degree, if any. An official transcript must accompany the request.

When a baccalaureate degree is earned, officers should send the letter report and transcript to the Superintendent (Code 022), Naval Postgraduate School, Monterey, Calif. 93940. Additional information can be found in the Manual of Navy Officer Manpower and Personnel Classifications, NavPers 15830C.

Q. How often does the surface Warfare Officers School Command (SWOSC) Department Head Selection Board meet?

A. Every month, usually during the last week.

Q. I have been advised by my detailer that my application for selection to the Department Head Course at Surface Warfare Officers School Command has been considered and that I am in a "reconsider" status. What does that mean?

A. Upon receipt of your next fitness report (tem-



duins reports don't count), your detailer will place your record before the board for further consideration. If you are again held over for reconsideration, your record will not be boarded again until receipt of a subsequent fitness report.

Q. If I am not selected for the Department Head Course at SWOSC, how soon may I reapply?

A. Normally, one year after your nonselection or upon receipt of your next fitness report.

Q. What are the phone numbers for the Surface Junior Officer Assignment Branch in BuPers?

A. Autovon 224-3341/3351. A hot line has been established for use by commanding officers who wish to discuss junior officer assignment policies with the branch head. It is autovon 224-3331.

Q. How long do I have to qualify as a surface warfare officer under the present Personnel Qualification Standards Program?

A. Under normal circumstances, within 24 months during the first tour of shipboard service. This excludes periods of regular overhaul and restricted availabilities.

In addition, commanding officers are authorized to extend the qualification period to a total of 36 months when there is insufficient operating time to permit certain underway qualifications such as OOD; when the requirement to qualify as EOOW takes precedence, as in the case of officers assigned to the engineering department; when the requirement exists to complete nuclear engineering training; or if there is some personal hardship which precludes work on SWO qualifications.

Q. What if I fail to finish my SWO qualifications in my first sea tour? Should I cash in my chips and forget about a career as a Surface Warfare Officer?

A. No. If you have put forth reasonable effort and made progress in your SWO qualifications on your first sea tour so that you show promise of ultimate success, your detailer may be able to arrange a follow-on sea



Questions and Answers

tour after your initial three years in order to permit more time for you to complete all the qualifications. This would require extension on active duty for some officers whose initial obligated active duty would expire before the completion of the next normal two-year tour. If you are interested in this route, discuss details with your commanding officer and detailee.

Q. What are my career options as a submarine strategic weapons officer?

A. A strategic weapons officer may pursue a full unrestricted line career as a submariner (1120) and strategic weapons subspecialist. Although this career pattern may not include command, it may lead to a proven subspecialist designation under the Operational Technical Managerial Systems (OTMS). An alternative is to change designator to engineering duty (1410), and pursue a career associated with strategic weapons or submarines as well as traditional engineering duty assignments.

A third alternative is to pursue a command-oriented career as a surface warfare officer. The shift to surface warfare may be accomplished in three primary ways:

selection to Surface Warfare Officer School Department Head Course, selection for surface executive officer assignment, or selection for surface command contingent upon a qualifying executive officer assignment. In each case, shift of warfare specialty may occur only after completion of a nominal six years of commissioned service, and a department head tour as a submariner.

Q. Am I assured command of a nuclear submarine once I attain the designation "Qualified for Command?"

A. First of all, successful completion of the command qualification is predicated on serving as executive officer and demonstrating the maturity, professional competence, and leadership required to be a commanding officer. The squadron commander convenes a board to evaluate each candidate through underway and in-port examinations. The submarine force commander grants final approval as "Qualified for Command of Submarines."

You should realize that qualifying for command, and being selected for command are not the same. Selection for command is carried out by the Submarine Command Selection Board. An officer is considered by the board once a year for three years, starting on his 13th year of commissioned service. The nominal command selection opportunity is 80 per cent.

For detailed information, consult NavPers 15197, "Unrestricted Line Officer Career Planning Guidebook."

Q. I am interested in pursuing a master's degree during my first shore tour and have been reading about the Navy subspecialty system and the Naval Postgraduate School at Monterey. However, my course of study does not match any of the subspecialties and is not taught at Monterey. Will the Navy send me to a civilian university to obtain a master's degree?

A. No. The Navy provides training and formal college education only to meet its requirements. However, all naval personnel are encouraged to enroll in off-duty education courses of their choice. VA benefits can be used to pay much of the cost of qualifying programs.

Q. I received my master's degree in aeronautical engineering from NPS Monterey and currently I'm assigned to my second squadron tour. How can I qualify as a proven subspecialist in aero engineering?

A. You must work with your detailee to get assigned to a billet where you can perform in an aeronautical engineering (or closely related) billet. Subspecialty selection boards look for overall outstanding performers who have a wide range and depth of subspecialty experience. In your case, you must perform in a superb manner in the aeronautical engineering field for one or two tours while maintaining an overall highly competitive record.

Q. I am a 1310 officer who has not been selected for aviation squadron command after two "looks." Is there a specific year in which a year-group may expect the majority of its fair share of commands? If most commands are allotted the first two screens, can I consider my opportunity for command remote?



A. The answer to both questions is no. Screening for aviation squadron command is unique in that there are eight distinct communities for which officers are screened—VAL, VAM, VF, VAQ, VS/VAW, RVAH, VP and HELO. Prospective commanding officers are selected based on the number of command slots opening for each community over a fixed period. The FY 76 board, for example, screened YGs 60-63 for command placement from July 1978 through January 1979. The number of commands available during that seven-month period varied considerably for each community depending on total number of commands, PRDs, etc. Because of this, quotas in some communities, for a given year-group, may be greater in the third or fourth screen than its first two. Though no fixed percentage of commands are allotted over each of the looks, every year-group is assured of its fair share of commands over the period of eligibility.

In general, officers with the prerequisite experience, qualifications, and best record of performance with regard to suitability for command will naturally be selected first. Approximately 47 per cent and 13 per cent of each year-group in the grade of commander will be selected for operational and special mission squadron command, respectively.

Q. *How may I obtain copies of my officer fitness reports?*

A. You may obtain copies of your last five fitness reports by submitting a request to: Bureau of Naval Personnel, Pers-374, Washington, D. C. 20370. A check or money order for \$2 payable to the Bureau of Naval Personnel must accompany the request.

Q. *Are there any operationally oriented electronic warfare courses being developed at Naval Postgraduate School? If so, what are the inputs and what designators are eligible?*

A. An Operational EW curriculum (Number 595) is intended primarily for unrestricted line officers, in grades LTJG-LCDR, who have an operational background in EW or who are motivated for an operational subspecialty in EW. The curriculum is planned to be no more than two years in length and will include requirements for a master of science degree.

Applicants should have a mathematics background through the calculus level. Officers not possessing this background may enter the EW course via the NPS Engineering Science Curriculum (one of two quarters), or may improve their mathematics through participation in the NPS Continuing Education Program. An officer's performance and motivation for this subspecialty are equally important qualifications.

Officers of designators 11XX/13XX who are interested in the Operational EW Curriculum may apply for curriculum 595 by letter to their detailers, via their immediate reporting seniors. The address is: Chief of Naval Personnel, Pers-4, Bureau of Naval Personnel, Washington, D. C. 20370.

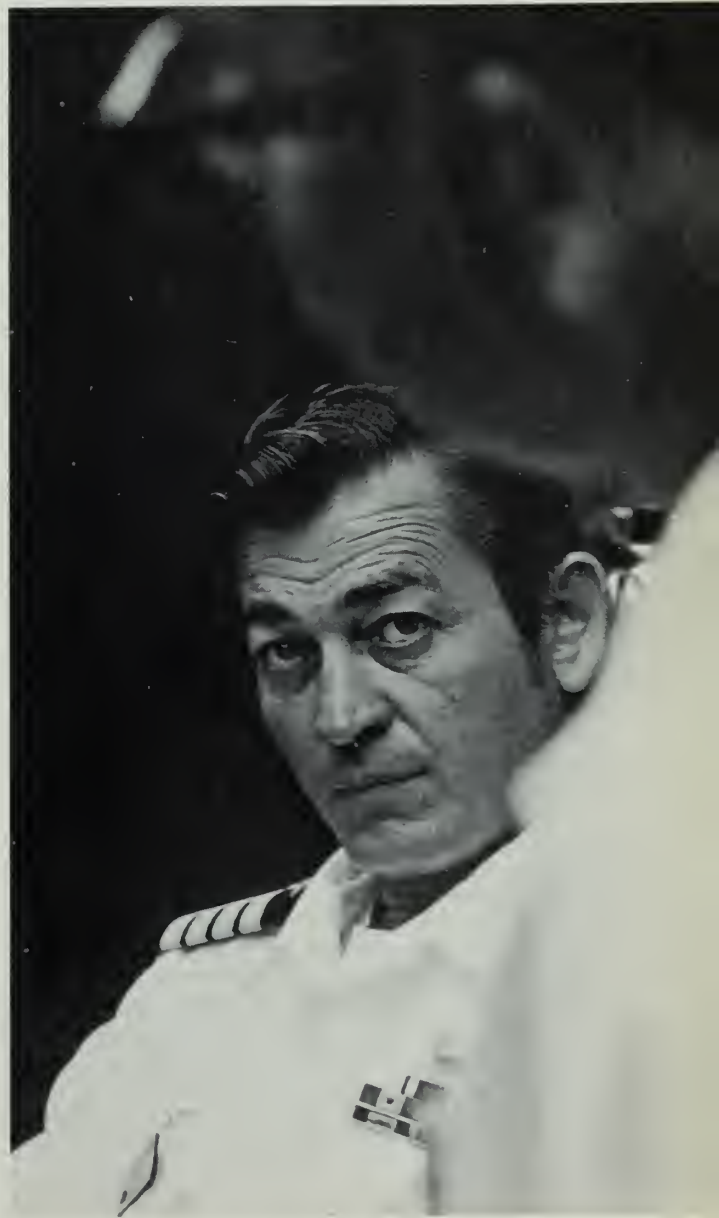
Letter applications for this curriculum will not preclude selection for PG choices previously indicated. The Operational EW Curriculum is in addition to PG programs given in OpNav Notice 1520 of 14 Apr 1975.

Q. *I became a temporary CWO2 in June 1972 from*

E-9, which I attained in March 1972. Is it possible to revert to and retire as an E-9?

A. Yes, it's possible. SecNav Instruction 1920.5 series gives the guidelines.

Basically, requests for termination of a temporary appointment must be made by letter to the Secretary of the Navy, via your commanding officer; chief of the appropriate sponsor, if any; and the Chief of Naval Personnel. Requests should be submitted in time to reach BuPers not earlier than six months (nor later than four months) in advance of the requested date. A complete Application for Transfer to Fleet Reserve (NavPers 630) and a statement from a medical officer that you are physically qualified, must accompany the request for termination of temporary appointment with concurrent reversion to permanent enlisted status and transfer to the Fleet Reserve.



Getting a Jump Ahead with Navy Jumps

By JO2 Dan Wheeler

Have you ever been in your rack late at night and, for some unexplained reason, begun wondering how many days' leave you have on the books or how much the Navy deducts each payday for social security? For those who have, it's downright annoying.

It's the kind of thing that gnaws at you. You rack your brain trying to get the answer but without the facts at hand it's impossible to be sure. The duty DK or disbursing officer could get the answer but it's much too late to check with them. Resolving to check it out first thing in the morning, you toss and turn the rest of the night figuring, constantly figuring, but to no avail.

When the Navy converts totally to JUMPS (Joint Uniform Military Pay System), answers to such questions will be as close as your last copy of the Leave and Earnings Statement (LES).

Under this system—fully implemented for officers January 1 and for enlisted members with social security numbers ending in 0, 1 or 2 on July 1—every Navy man and woman will receive a complete financial status sheet showing exactly how many days' leave have accrued, what taxes have been deducted, and the amount of allowances and allotments each month. In fact, all financial information is included and up to date.

The basic difference between this system and the old

pay record system is that a computer calculates your pay instead of your command's disbursing office. Additionally, the Navy Finance Center (NAVFINCEN) in Cleveland will be able to provide timely financial information to appropriation managers at the Bureau of Personnel.

A monthly LES will be forwarded from the NAVFINCEN to your disbursing officer. Using the information provided, he will be able to determine quickly how much each Navy person should be paid, thereby virtually eliminating overpayments and other miscalculations. Another potential advantage of this system, in addition to the obvious, is the avoidance of those nasty paybacks resulting from several months of receiving more pay than that to which you were entitled.

As events that affect your pay (e.g., advancement, longevity, sea duty, leave, allotments, etc.) occur, computer-sensitive (OCR) documents will be prepared by the disbursing officer and sent to NAVFINCEN (or BuPers which in turn feeds the information to Cleveland) to keep your master pay record current.

The LES looks confusing at first glance, yet it actually is very simple to decipher. A key on the back of the form explains what the entries in each box mean. Here are some added tips in reading your LES:

In blocks 26-32 (Allotments), a one-letter code indicates the type of allotment—e.g., "S" for savings, "D" for dependency, etc. If you have more than six allotments, the additional ones will appear in block 62 (Remarks). If the allotment is to be stopped at the end of the month, its termination date will appear in the "Remarks" block.

Blocks 57 (Forecasts of Amounts Due) will reflect longevity increases coming up immediately or any action that will affect your pay. Designed as a financial planning tool, block 57 forecasts may occasionally differ from your actual pay due to adjustments made by the disbursing officer based on changes in pay entitlements not yet received in Cleveland.

Block 62 (Remarks) will contain a brief description of events which affect your LES. For example, the following entries would show a longevity increase for an E-4 going over four years on November 24:

17 BP TO 1123 486.00

17 BP FM 1124 524.10

Notice that the LES block affected is identified, and then a brief description is given with the dates and/or amounts involved. A listing of the more common descriptions is located on the reverse side of the LES.

The LES is your personal financial statement and it's essential that any inaccuracies are reported immediately to your personnel officer or your disbursing officer. The majority of the information regarding your pay status in the Navy—promotions, dependents and special pays—is the responsibility of the personnel officer who, in turn, notifies the disbursing officer.

You can help by ensuring that pay-related matters are reported promptly and accurately. The Navy depends on you to help it keep a jump ahead of JUMPS.

DISBURSING OFFICER'S COPY

LEAVE AND EARNINGS STATEMENT

I D	1 NAME (Last First MI) ARNOLD MELVIN L										2 SSN 237-83-4178					3		4 SERV USN		5 UIC 00236													
	6 PAY GRADE E4		7 YRS 02		8 PEDD 74		9 OPED 03		10 EADS DATE 25		11 78		12 OSSN 03		13 PRD COVERED 24		14 DATE PREP 6133		15 APPROP DATA 0801/0831		16 AMOUNT BF 76		17 08		18 26		19 132		20 32				
S V C	17 BP 437		18 BAD 40		19 BAS		20 CMA		21 630		22		23		24		25 Brought forward		26 from block 58,		27 previous LES.		28 443		29 70		30						
	26 B		27 625		28 S		29 100		30 00		31 I		32 23		33 75		34		35		36		37 106		38 25		39						
E M T	34 SGLI 340		35 FITW 46		36 FICA 14		37 25		38 59		39		40		41		42		43 75		44 13		45		46		47						
	44 TYPE 131		45 AMOUNT 0076		46 DATE 0731		47 OSSN 16133		48 PR VOUCHER NO N0236		49 TYPE 131		50 AMOUNT 0076		51 DATE 0815		52 OSSN 16133		53 PR VOUCHER NO N0008		54 262		55 00		56		57		58				
A L D T	47 TYPE 131		48 AMOUNT 0076		49 DATE 0731		50 OSSN 16133		51 PR VOUCHER NO N0236		52 TYPE 131		53 AMOUNT 0076		54 DATE 0815		55 OSSN 16133		56 PR VOUCHER NO N0008		57 262		58 00		59		60		61				
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	59 BF		60 EARN		61 USED		62 BAL		63 LOST		64 XCS		65 60		66 61		67 DATE		68 AMOUNT		69 DATE		70 AMOUNT		71 76		72 09		73 15		74 131		75 00
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	70 76		71 09		72 15		73 131		74 00		75 76		76 09		77 30		78 131		79 00		80 131		81 00		82		83		84		85		
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	110 131		111 00		112 131		113 00		114 131		115 00		116 131		117 00		118 131		119 00		120 131		121 00		122		123		124		125		
63	ENTITLEMENTS		DATE		AMOUNT		64		DEDUCTIONS		DATE		AMOUNT		65		PAYMENTS		PR NO		O O SYMBOL		DATE		AMOUNT		66		67		68		
	69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		
66		NOTATION OF AMOUNT DUE		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81	

You don't have to face it alone

Sailors and the law overseas

By JO2 Dan Wheeler

"Join the Navy and see the world" invited the old-time recruiting posters. The beckoning of faraway places and the promise of adventure attracted many men and women back then, and continue to attract them today. Most serve honorably, enjoy foreign duty and liberty, take home cherished souvenirs and complete their tours and careers without incident. But some don't.

A few stay behind—confined in foreign jails and prisons for breaking the law in a country abroad. In some instances, their acts or omissions would not have been illegal under U. S. criminal or civil law, but it is the law of the host country which prevails under international law. Neither the U. S. embassies nor the U. S. Navy can do more than provide advice, legal counsel and funds to such people.

Yet, there are exceptions. Sometimes, military personnel accused of committing crimes in foreign lands are released into the custody of the Navy or the local embassy. Why? What dictates such exceptions? What determines jurisdiction for crimes in a host country?



The answer lies in a set of international agreements which outline rights and immunities granted to Americans stationed in or visiting friendly nations. The broad heading identifying all of these agreements is Status of Forces Agreements (SOFAS). The U. S. negotiated the first SOFAS with its NATO allies in 1951, and has subsequently signed similar agreements with non-NATO allies.

SOFA agreements give the U. S. service men and women a special legal status not enjoyed by most people residing in or visiting a foreign country. They provide for concurrent criminal jurisdiction by the U. S. and the host country over certain kinds of offenses committed by service people. They also delineate over which types of offenses the U. S. will retain primary jurisdiction, and which will be reserved for the host country. In other words, under SOFAS, the host country gives up some control in the interest of harmony, and grants jurisdiction over certain types of offenses to visiting military forces.

The key to the legal status of an American military

person stationed in a foreign country who is accused of a crime, is this matter of jurisdiction. SOFAs operate under a doctrine called "concurrent jurisdiction." According to this doctrine, certain offenses are reserved for the primary jurisdiction of the U. S., and others are reserved for the host. Whether a Navy person will be tried by court-martial or by a foreign court depends on who holds primary jurisdiction for the offense.

Under the NATO SOFA, the U. S. has primary jurisdiction over its military personnel in three categories of offenses:

- Crimes solely against the property or security of the United States.
- Offenses rising out of an act or omission performed in the performance of official duty.
- Crimes solely against the person or property of another U. S. serviceman, civilian employee, or dependent.

In all other instances, the host country retains primary jurisdiction.

In some cases, an act by a Navy person is considered an "offense" by one authority, but not the other. In that instance "exclusive jurisdiction" comes into play. If, for example, a sailor is accused of breaking a law in a host country which is not in violation of the UCMJ—a traffic law infraction or local curfew—then the host exercises the exclusive right to try and punish the offender. Likewise, if a sailor breaks a law of the U. S. or UCMJ, but not of the host country—unauthorized absence, income tax evasion, etc.—the U. S. has the exclusive right to try and punish him.

The key is jurisdiction

Sometimes the jurisdiction for a crime depends on whether it was committed "in the performance of official duty" or merely "in the line of duty" or while "on duty." Under the NATO SOFA, the U.S. has primary jurisdiction when the offense was committed in the "performance of official duty." It does not have primary jurisdiction over offenses committed while on duty or in the line of duty. The difference entails more than a case of semantics as illustrated below:

- A sailor standing shore patrol in a foreign port steals a cigarette lighter from a local merchant. He was "on duty" in that he was standing a watch, but his action was not in the performance of his duties. Therefore, the host country has jurisdiction.

- A sailor acting in the capacity of duty driver for an admiral hits a pedestrian while carrying out his orders. This incident took place clearly while in performance of official duty and therefore the U. S. has primary jurisdiction.

It is the stated policy of the Department of Defense "to protect, to the maximum extent possible, the rights of U. S. personnel who may be subject to criminal trial by foreign courts and imprisoned in foreign prisons." In accordance with this, regardless of whether the host country has exclusive jurisdiction or primary jurisdiction,

the U. S. will usually request that American offenders be transferred to the legal control of the U. S. for prosecution—that is, ask the host country to waive its right to jurisdiction. Under the agreements, the host country must give this request "sympathetic consideration" and, in most cases, friendly nations agree to relinquish custody. It is when they refuse that other safeguards come into play.

All fees required for a Navy man's or woman's defense will be paid by the U.S. government

U. S. military people who are tried in the courts of NATO countries are entitled to certain protections and rights to assure a fair and speedy trial by American standards. In non-NATO countries where our military is stationed, agreements generally guarantee the same rights. They are:

- The right to be informed in advance of the charges.
- The right to a prompt and speedy trial.
- The right to be confronted with witnesses.
- The right to compel witnesses in his favor to appear before the court.
- The right to competent legal counsel of his choice for his defense.
- The right to the services of a competent interpreter.
- The right to have representatives of the U. S. government present at the trial. The representatives don't become involved in the court proceeding, but do guarantee that the accusing nation abides by the SOFA in effect.

All fees required for a Navy man's or woman's defense will be paid by the U. S. government and the accused is not required or expected to repay the costs except in a case where he forfeits bail through some wrongdoing. The U. S. will not, however, pay without reimbursement any civil damages or fines for which an individual is liable.

A Navy man or woman who has been tried by a foreign court cannot, upon release from its custody, be tried again by court-martial for the same offense. He can, though, be tried for a separate offense against the UCMJ associated with the same incident. An example of this would be a case where a Navyman is UA and while UA assaults a national. He would be tried by the host country for assault and, upon his release, be tried by court-martial for being absent without leave.

If an American sailor is convicted by a foreign court of a crime requiring sentencing to a foreign prison, the Department of Defense has the obligation and the right to ensure that he is accorded treatment consistent with that customarily existing in American prisons. He will not be abandoned by the Navy. His welfare and the protection of his rights continue to be the responsibility of his military superiors.

(→)

U. S. officials will continue to provide medical care, legal assistance as required especially as it affects dependents, and health and comfort items as practicable. Additionally, his commanding officer (or duly appointed representative) is required by regulation to visit him at least once every 30 days. Military lawyers, chaplains and medical officers will visit periodically as the need arises.

In the event that the host country denies the rights to the prisoner, or if visitors report that conditions do not meet requirements prescribed by treaty, U. S. authorities will take steps to seek corrective action. Except in rare and unusual cases, no member of the Navy who is confined in a foreign prison will be discharged or separated from the service until his return to the United States.

That, briefly, is what every Navy member should know about rights and immunities while serving overseas. The most important point to remember whenever duty takes you to a foreign port is that you are a guest of that nation. You are there by invitation and not by right.

**THERE
OUGHT
TO BE
A LAW**

.....THERE IS

GIVE



1977 COMBINED FEDERAL CAMPAIGN

There is a law on the books which serves to protect you, as a service man or woman. Called the Soldiers' and Sailors' Civil Relief Act, it has several facets; one applies especially to those who contract debts before entering the Armed Forces.

The Civil Relief Act doesn't cancel financial obligations of service people, but it does bring the courts into any dispute about meeting payments for obligations contracted before beginning active duty.

After listening to both sides of a dispute, a court may decide on one of several resolutions. It may, for example, order reduced payments on a loan which a service person made before entering on active duty. In the case of property, a court could order the service person to return it, and the seller to return the money paid for it. A court could even order suspension of legal action until the service person returns to civilian life and is able to meet the payments on his debt.

All these protections are provided service people from the day they start active duty until the day they are separated. In some cases, the protection even carries over into civilian life for a short period.

Suppose you are unable to meet the payments on a sports car you bought while still a civilian. Naturally, the creditor wants his money and he goes to court to ask for a judgment against you, the buyer.

Before a court can enter a default judgment in favor of the seller, he must follow certain specific procedures which are designed to protect your rights at every turn. Remember, however, that to get a court to adjust your payments, you will have to show that your ability to pay has been affected because of military service.

In some court actions, you may ask for a delay in the proceedings until a later date and, in some cases where certain actions must be taken within a time period (statute of limitations), your period of active duty will not be counted when the maximum time is figured.

If, while you were a civilian, you bought furniture on credit at a department store, your interest rate on the unpaid balance could be figured at as high a rate as 18 per cent per year. Under the Civil Relief Act, however, you may be able to get the interest rate reduced to six per cent by court order if you can show the court that military service has materially affected your ability to pay the higher rate of interest.

Property contracts entered into before you went on active duty are also covered by the act. The court again has several options through which it will satisfy both the buyer and the seller.

While the Civil Relief Act wasn't conceived primarily to benefit dependents of military people, it does offer protection to dependents in the matter of housing.

A service person's dependents who are living in a house or an apartment renting for \$150 or less can't be evicted for nonpayment of rent until a court has heard both sides of the story and given its permission for the eviction. If a court doesn't agree to the eviction, it can require the landlord to desist for up to three months, thereby giving the service person time to find other housing.

Although the Civil Relief Act gives service people a break in many areas, it doesn't eliminate their financial obligations.

If you owe rent, it still must be paid. If you owe for a car, the payments are still due. The Civil Relief Act just gives the court the power to reduce the size of the payments if your earnings have been affected because of military service.

While the Civil Relief Act protects a service person in the matter of certain taxes, it doesn't excuse non-payment of proper obligations. A state where you are stationed because of military duty may not collect income taxes on your military pay or taxes on your personal property. The right is held only by your state of permanent residence. You may, if you can show that your ability to pay has been materially affected by military service, delay paying federal or state income taxes until you are separated from active duty. Before you make this decision, however, talk it over with a member of your legal assistance office. Even if you decide to pay later, you must still file returns for each year when they are due.

The act covers only military pay. If you work part time, or have income from a part-time trade or business such as rental income on a house you own, that income will usually be taxed by the state in which the money is earned as well as your home state. In such cases, there are normally offsetting credits for the tax paid to the other state.

Navy people should be aware that most of the provisions of the Soldiers' and Sailors' Civil Relief Act apply only to persons in the military service and are not extended to their dependents—particularly in the field of taxes.

A Navyman's employed wife, for instance, is taxed by the state in which she earned her income as well as by her home state. Offsetting credits for taxes paid to the second state are normally available in the same manner as they are for the Navy member. Also, the wife's interest in personal property which is jointly owned, including automobiles, may be taxed locally. This last point, however, has not been finally resolved by the courts and state tax policies vary. Check with your legal assistance officer for details pertinent to your own situation.

There are other valuable provisions in the Civil Relief Act. For example, it permits you to retain automobile registration in your home state no matter where you are stationed, except perhaps in foreign countries, as long as you pay the proper fees.

If you have financial obligations that you incurred before coming into the Navy on active duty and are having difficulty meeting payments, see your legal assistance officer for advice. If you show good faith, a law that was enacted years ago can come to your assistance.

D.W.

JOIN THE NAVY..



and get ten to fifteen for possession

A sailor was walking the streets of a foreign liberty port—just taking in the sights—when a heavily accented voice beckoned to him. “Hey, Buddy, you American?”
“Yea.”

“Wanna buy some good stuff . . . Colombian stuff?”

“How much?”

“Ten dollars American.”

“Sure. Here,” handing over a 10-dollar bill. “Give it to me.”

Stuffing the small plastic bag into his coat pocket, the sailor resumed his walk. Only yards later from the scene, he was arrested for possession of marijuana. What lay ahead were three months’ pretrial confinement, a trial without a jury, and five years in a foreign prison in addition to a heavy fine.

The host country decided not to waive “primary jurisdiction” and there was nothing the Navy or the American Embassy could do but supply American counsel and ensure that the prisoner was treated humanely before the trial.

How was he detected so quickly? Simple—he fell into the overseas drug trap. That particular bag of grass had probably been peddled a dozen times—both to citizens and foreigners—and each time it had been returned to the dealer by the authorities as a reward for turning in a user. The dealer kept the goods and the purchase price and the arresting officer received a cut of the fine. The naive sailor, who had been warned repeatedly by the U. S. Navy, paid the bill.

While this is not an exact representation of any one particular incident, it is based on fact and has happened in much the same way to Americans on liberty, vacationing in foreign countries or stationed overseas. Foreign governments are neither more tolerant of drug use or trafficking than is the United States, nor are they more permissive in their drug laws or more lenient in their enforcement. In fact, most countries are stricter. Few provide a jury trial.

Currently, according to 120 American embassies and other diplomatic posts, more than 1800 Americans are

SEE THE WORLD...

being detained in foreign prisons on charges of using, possessing or trafficking in illegal drugs. Penalties range from as little as two years' confinement and a stiff fine to as much as 10 or more years. In some—Turkey, Algeria and Iran—conviction on charges of trafficking can even lead to the death penalty. Furthermore, many local laws make no legal distinction between the so-called “hard” and “soft” drugs. An offender charged with possession of marijuana could receive the same punishment as one charged with possession of heroin.

While the Status of Forces Agreements and agreements of similar nature afford some protection to American service people accused of violating a host country's drug laws, there is little the United States or the Navy can do if the host decides to exercise its right of “primary jurisdiction.” Contrary to the prevalent belief of Teddy Roosevelt's era, U. S. laws do not

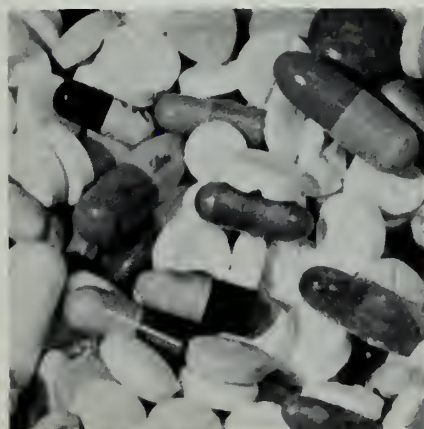
protect Americans abroad. Sailors, and Americans in general, must understand that once overseas, they are subject to the same penalties—especially for drug violations—as the nationals of the country in which they are arrested.

A word to the wise—enjoy your duty overseas or your liberty in an exotic port, but remember that the use or possession of, or trafficking in, illegal drugs is stupid. Rarely do even NATO countries agree to let the American or military courts try offenders caught violating drug laws. Furthermore, pretrial detention can range up to six months in solitary confinement in some countries; prison conditions may be primitive compared to American standards; confiscation of personal property upon arrest is not unusual; and degrading and inhumane treatment has been known, and documented, in several instances.

Be smart—don't risk ruining your life because of a moment's indiscretion.

D.W.

These items can help you “see the world” from a foreign prison.



from the desk of the **Master Chief Petty Officer** of the Navy

'The Purification Process'

Twice each year chief petty officer selection boards meet—once to select chief petty officers and again to pick senior and master chief petty officers. At these times selection board-eligible candidates usually become concerned with a matter of some importance to them: that their service records—their only source of representation before the selection board—are in complete and proper condition.

To help inform those who will some day have their records reviewed by a selection board or those whose record has been before a board and wondered whether or not it was reviewed by the board in the correct condition, I had an informal conversation with Master Chief Bill Henning, Head of the Selection Board Record Screening Team.

I asked Master Chief Henning how it happens that each individual's service record contains the necessary information. His answer was the Record Screening Team—a group which performs a function I like to call the purification process. The team is a special section of the Enlisted Advancement Branch and consists of 15 Navy men and women whose purpose is to provide control, accuracy and confidentiality in all of the phases of record screening.

The team, I was informed, screens an average of 50,000 service records for the E7/8/9 selection boards with a proven record of accuracy. This certainly speaks well of the team's motivation.

In the summer of 1974, when the chief petty officer selection board first assembled, no screening team guidelines existed. The team improvised and innovated, yet still met all its deadlines. Along the same lines, when the E7 selection board convened there were still some 8000 candidate evaluations missing from service records—a sum that represented half of all board-eligible members. Without the team's efforts the records would have gone before the board incomplete.

Specifically, the screening team inspects service records as they are removed from the BuPers master files. Material is separated, collated and missing information noted. Service record jackets are repaired and new jackets made where necessary. The service records are then alphabetized by rating, then by name within the rating, so that a systematic flow of records is brought before the board.

By MCPON Robert J. Walker

I also found that the screening team expedites the receipt of evaluations by speedletters, messages, and telephone calls. It takes incoming calls from the fleet requesting verification of candidate evaluations, latest recommendations, and other pertinent documentation.

I asked the master chief how he is able to determine if an individual was board-eligible and how late material could be filed into service records. I discovered that audit lists are mailed directly from the examination center in Pensacola, Fla. to the screening team to update candidate listings. Incoming mail is received four times daily and inserted into each service record on the spot, up to the last possible moment.

An interesting point is the cooperation of the screening team with the Enlisted Review Room located in BuPers. Candidates who wish to look through their records before they are brought before the board will be given access to their records as quickly as possible if the screening team has them in their possession. The records will be reinserted into the system, once again up to the last possible moment.

Still more cooperation exists between the board and the Enlisted Services and Records Division which has authorized the screening team to work in the BuPers master files to expedite the team's functions.

Master Chief Henning made some suggestions he felt would help to correct certain problem areas. With the conversion to microfiche records, commands must submit documents with the utmost accuracy and promptness. They must be error-free; micromation machinery will not correct misspelled names or incorrect social security numbers. Evaluations should be submitted promptly and transfer evaluations should be completed and forwarded immediately.

I would like to add that it is the parent command's ultimate responsibility to ensure correct and timely submission of documents such as evaluations and Reserve letters of recommendation. Although the screening team exists to get an individual's service record in the proper shape, the team cannot know whether or not the record should contain evidence of the completion of military or civilian courses, proof of participation in civic organizations or similar documents.

While I feel that the individual should remain interested in the condition of his or her service record, I can also assure you that a group of sailors is on the job here in the Bureau of Naval Personnel doing its best to ensure that your service record is presented to the selection board in the condition you would like it to be.

WE'RE GOING TO COLOR



His world is black & white...but yours isn't

Beginning with the November issue, *All Hands* Magazine will incorporate color photography into its layout. For best reproduction we require color 35mm slides. Send your Navy-related, color slides to: Editor, *All Hands* Magazine, Navy Internal Relations Activity, Department of the Navy, Room 1044, Crystal Plaza No. 6, Washington, D.C. 20360.

By sending your slides to *All Hands*, you will not only gain recognition in the magazine of the U.S. Navy, but also will share your experiences with Navy people worldwide.

● SENIOR AND MASTER CHIEF EXAMS SET FOR NOVEMBER

Navywide examinations for senior and master chief petty officers are to be given Wednesday, November 3. Senior chief candidates must have at least 12 years' total time in service (TIS) and master chief candidates, at least 15 years' total TIS. Both must also have at least three years in rate to be eligible. Cutoff dates for computing TIR/TIS, are July 1, 1977 for E-9 and November 1, 1977 for E-8.

Beginning with the November 1976 SCPO/MCPO cycle, candidates must meet all eligibility requirements, except TIR/TIS, at least three months before the examination date.

Candidates must complete the correspondence course "Military Requirements for Senior and Master Chief Petty Officer" to be eligible for the exam.

The SCPO and MCPO examinations will contain 150 questions and for this and subsequent fleetwide exams, nonprogrammable, battery-powered electronic calculators may be used. Details are in BuPersNote 1418 of August 31, 1976.

● JTR CHANGE PROPOSED

Military and civilian personnel traveling under military orders may be required to submit all receipts to support CONUS travel claims if a proposed change to the Joint Travel Regulations (JTR) is approved. The present provision states: Receipts for lodging costs will not normally be required but may be in individual cases. In a recent Navywide message, the Secretary of the Navy advised military travelers to retain all lodging receipts on CONUS travel pending a final decision on the proposal.

● NEW RULING APPLIES TO O'SEAS DUTY

Enlisted personnel with more than three dependents will not be assigned overseas duty unless requirements cannot otherwise be met, according to a new policy announced recently by BuPers.

The new policy applies to all overseas areas including Alaska and Hawaii. This change is intended to ease some of the problems created by Permanent Change of Station fund shortages, and will avoid overtaxing overseas facilities. Details are in BuPersNote 1306 of September 1, 1976.

- KING TUT'S TREASURES ARRIVE IN U. S.

Jeweled and golden treasures from Egypt's tomb of King Tutankhamen (King Tut) arrived in Norfolk, Va., aboard the stores ship USS Sylvania (AFS 2). The archeological artifacts have been placed on loan to the United States for the next two years, and will be displayed in Washington, D.C., Chicago, New Orleans, Los Angeles, Seattle and New York City. The opening exhibit will be at the National Gallery of Art in Washington next month. Each museum on the tour will display the exhibit for four months.

Sylvania received the artifacts from the oiler USS Milwaukee (AOE 2) which carried them from Alexandria, Egypt, to Naples, Italy, where the transfer was made.

- USS VIRGINIA COMMISSIONED

The Navy's fourth nuclear-powered guided missile cruiser, USS Virginia (CGN 38), was commissioned September 11, at Norfolk, Va., where she will be homeported.

First of a four-ship class, the 585-foot cruiser is designed for offensive operations against air, surface and submarine forces and for protecting convoys or other naval forces. Virginia can operate independently or with nuclear or conventional strike forces.

The ship's armament includes two lightweight five-inch 54-caliber guns, torpedoes, two multi-purpose missile launchers for antisubmarine (ASROC) or antiair (TARTAR) missiles and two "LAMPS" helicopters.

Virginia is equipped with a fully integrated combat system combining four elements: target detection, digital data processing, weapons control and command and control.

The 11,000-ton ship has two nuclear reactors with enough fuel to operate for 10 years and drive the ship to speeds in excess of 30 knots.

- GUARD II ELIGIBILITY REQUIREMENTS MODIFIED

The Guard II program eligibility requirements have been modified to include a performance requirement stressing above-average performance or a demonstrated trend toward improvement. The Guard II program offers reenlisting personnel their choice of duty. The latest requirement was added to ensure that above-average performers are adequately rewarded for their services.

Effective October 1, individuals may have no mark below "typically effective-upper" (EEU) on E-5/E-6 evaluations and no mark below 3.4 on evaluations for E-4 and

below, for the last two regular evaluations. In special cases, waivers may be granted. Revisions to the Guard II eligibility are in change 18 to the Enlisted Transfer Manual.

● LAMPS TRAINER INTRODUCED

The first helicopter weapon system trainer (WST) equipped with a visual simulation system was introduced to the fleet at NAS Norfolk, Va.

The trainer consists of an SH-2E Light Airborne Multi-Purpose System (LAMPS) helicopter cockpit with a four-window visual simulation system. The computer-generated image display provides detailed land and sea environments including an aircraft carrier and frigate, surface targets, sonobuoys and smoke markers.

Pilot training problems range from basic flight familiarization maneuvers to complex antisubmarine warfare/antiship missile defense (ASW/ASMD).

The trainer is operated by the Fleet Aviation Specialized Operational Training Group, Atlantic. A second WST is scheduled to be installed at NAS North Island, San Diego, Calif., later this year.

● NEW TROPHY RECOGNIZES TOP RESERVE ASW CREW

The newly established Liberty Bell Trophy was presented to crew number two of Reserve Patrol Squadron 68, NAS Patuxent River, Md., last month. This award, sponsored by the Naval Reserve Association, is designed to provide recognition to the professional men who fly patrol planes. The P-3 ASW crew attaining the highest grade on special exercises earns the honor of displaying the trophy at its home base for one year, or until the next competitive cycle.

● OCTOBER IS LEGAL CHECKUP MONTH

October has been designated "Legal Checkup Month" and all personnel are encouraged to review their personal legal affairs and, if necessary, obtain advice and counseling from qualified legal assistance officers.

A legal affairs questionnaire (NavJAG 5801/10) has been prepared to assist people in examining their legal affairs. Copies are available through the supply system.

Details on the Legal Checkup Program are in JAGNote 5801 of August 5, 1976.

- LATEST SUBMARINE TO HONOR CITY OF GROTON

The "Submarine Capital of the World," Groton, Conn., now has a submarine named in its honor. The Los Angeles-class nuclear submarine USS Groton (SSN 694) was launched on October 9 at Groton. The 360-foot, 6900-ton submarine honors the southeastern Connecticut city where the Navy's largest submarine base and the only submarine school are located. The city is home port for more than 12,000 submariners.

- ADR/ADJ SERVICE RATING CONSOLIDATION

The Chief of Naval Personnel is consolidating the Aviation Machinist's Mate (AD) service ratings of ADR (Reciprocating Engine Mechanic) and ADJ (Jet Engine Mechanic) into the general rating of AD.

This change was prompted by the Navy's transition to jet engines and the decreasing demand for reciprocating engine specialists.

ADR's and ADJ's should read BuPersNote 1440 of July 16, 1976 for further information.

- DEPENDENT EMERGENCY TRAVEL ABOARD MAC PLANES EXPANDED

Dependents now are eligible for space-available travel on Military Airlift Command (MAC) aircraft when emergencies occur in their own or their sponsor's immediate family. For purposes of determining travel eligibility, the Bureau of Naval Personnel defines immediate family as an individual's father, mother, legal guardian or persons serving as parents, spouse, children, brother, sister or only living relative.

While sponsors may travel "space-required" in emergencies, dependents must travel "category one, space-available." In some cases, the difference may prevent families from traveling together.

Dependents must have a letter of authorization from their sponsor's command to be eligible for this travel. Details are in BuPersNote 4650 of August 16, 1976.



As Mrs. Ida B. Klasnic checks into the Navy Lodge, her children Christina, Theresa and William, check brochures.



Navy Lodges *help cut expenses*

There you sit with a set of PCS orders in your hand and dreading the transfer. Where can you find a reasonable place to house your family near your new duty station as you search for a permanent home?

You say you would like to visit your sister Kate who lives in a Navy town but you'll probably put it off another year or two? After all, Kate's house is small and you can't put your family up in an expensive motel and still have money for the road and for entertainment as well.

Or, are you wondering (and worrying) where you can put up your wife for a week or two while one of the kids undergoes surgery at a distant naval hospital?

At ease, friend. There are more than 1000 Navy Lodge units at 34 locations in the states at your beck and call. There are still more units located at naval bases overseas. Instead of the usual \$30 to \$45 a night rates charged by most commercial motels, Navy Lodges go from \$5 to \$15 a night.

Like any good thing, there are a couple of strings attached. But the strings involving the Navy Lodges

will hardly bind you. First, you have to make reservations ahead of time in writing and, second, there's a limit to the number of days you can occupy a room (at most places the top limit is 30 days).

Though the main purpose of the Navy Lodges is to furnish inexpensive temporary housing for those under permanent change of station orders, the units are available to people in other circumstances as well. These circumstances are listed according to assigned priorities. For instance, those under PCS orders are first on the list contained in OpNavInst 11107.2A. At the bottom of the list are "visiting relatives and guests of assigned military personnel in overseas areas and at the Naval Air Station, Lemoore, Calif." In between are many other people eligible to occupy Navy Lodge units.

Since we last ran a complete list of the Navy Lodges in ALL HANDS, there have been several changes. Here is a *new* list of activities supporting Navy Lodges and the number of units at each. For complete addresses, contact your local Navy Exchange Officer or Special Services Officer. (→)



After checking into the San Diego Lodge, Mrs. Klasnic and her children watch television.

Listing of Lodges

ACTIVITY	UNITS	ACTIVITY	UNITS	ACTIVITY	UNITS
NS Adak, AK	23	NAS Lemoore, CA	46	NAS North Island, CA	90
NAS Alameda, CA	70	NAB Little Creek, VA	90	NH Oakland, CA	16
NS Argentia, Nfld	32	NCS Londonderry, N.I.	8	NSC Oakland, CA	20
NH Bethesda, MD	22	NS Mayport, FL	19	NTC Orlando, FL	35
NAS Brunswick, ME	17	NSPCC Mechanicsburg, PA	9	NAS Pensacola, FL	38
NAS Cecil Field FL	11	NAS Memphis, TN	42	NH Philadelphia, PA	6
NS Charleston, SC	68	NS Midway Island	6	NSA Philadelphia, PA	17
NAS Chase Field, TX	5	NAS Miramar, CA	90	NCBC Port Hueneme, CA	22
NAS Corpus Christi, TX	22	NAS Moffett Field, CA	24	NS San Diego, CA	45
NAF El Centro, CA	10	NSB New London, CT	67	NS Subic Bay, R.P.	25
NAS Fallon, NV	3	NSA New Orleans, LA	22	ND Washington, DC	49
NAS Jacksonville, FL	34	NETC Newport, RI	68	NAS Whiting Field, FL	9
NS Keflavik, Iceland	11	NB Norfolk, VA	90	FA DET Yokohama, Japan	87
NAS Lakehurst, NJ	9			FA Yokosuka, Japan	74



Seaman Molina A. Barnes and his wife, Joann, unload their van at the San Diego Navy Lodge. (Photos by PH3 Bob Weissleder)

Helping people and saving money

CREO

CREO is working! That's the word from personnel management specialists at the Bureau of Naval Personnel.

CREO, Navy Career Reenlistment Objectives is a program designed to reduce manning in overcrowded ratings, and increase manning in undermanned ratings.

What brought CREO into existence? Navy manpower needs decreased as the Navy fleet shrank from its Vietnam level of about 800 ships to its present size. But enlisted ratings and numbers did not shrink in ratio. Thus, the Navy was faced with overmanning in some ratings while other ratings were "dying on the vine" for lack of personnel input.

That situation also caused money problems as the Navy was paying excess people in overcrowded ratings. Meanwhile, personnel in overmanned ratings complained there was a lack of upward mobility.

The solution was CREO, which is an efficient tool for management of personnel, closely coinciding with the needs of the Navy. It saves money and as ratings become aligned with Navy needs, the upward mobility of personnel in previously overmanned ratings increases.

CREO breaks down each rating by paygrade and assigns it a code according to manning levels. These codes, A through E, designate ratings as seriously undermanned (A-B), properly manned (C) or overmanned (D-E). The accompanying chart shows the latest rating codes which became effective Aug. 15, 1976.

As of July 1975 there were 18 ratings seriously overmanned; by July 1977 it is expected that only four will

be in that state. How does CREO make it happen? Under CREO, personnel in ratings classified under Group E must request BuPers approval to reenlist. At BuPers, the subject's service record is reviewed and he may be the one out of 10 who is told to cross-rate to another field to be eligible for reenlistment.

By reenlisting into another field which is undermanned, the serviceman is helping to alleviate the overmanning of his old rating and will increase his chances for upward mobility in the new undermanned rating. Specialists call CREO a house cleaning program because it also involves an "up or out" principle applicable to senior rates in an attempt to prevent stagnation.

The most recent CREO guide for fleet commanders and commanding officers is BuPers Note 1133 released during September which outlines the Navy retention objectives for all of FY77.

This notice gives the field commander an idea where to direct retention programs. Identification of actual numbers of personnel to be retained is a drastic departure from the old method of setting reenlistment rate and percentage goals.

If you are considering reenlisting within the next six months, BuPers personnel specialists suggest you see your Career Counselor. Career Counselors receive monthly Career Grams and other information from BuPers and are the ones with immediate knowledge. Yours will show you where your rating is on the CREO chart and explain what your options are. CREO is a flexible program and, as Navy manpower needs change, CREO designations of ratings also will change.

Latest List of CREO Rating Designations

OPEN															
CREO Group		E-4	E-5	E-6	E-7	E-8	E-9	CTA	CTM	C	C	C	C	C	C
								CTR	CTO	C	D	B	C	C	C
								CTT	CTT	C	A	C	C	C	C
								CU	CTT	C	A	B	C	C	C
								DP	CTT	C	-	-	-	-	-
								DS	CTT	C	C	C	C	C	C
								EM	CTT	C	C	B	C	C	C
								EN	CTT	C	C	B	C	C	C
								ET	CTT	C	C	-	C	C	C
								ETN	CTT	C	D	B	-	-	-
								ETR	CTT	C	D	B	-	-	-
								FT	CTT	C	-	-	-	-	D
								FTB	CTT	C	D	C	A	B	-
								FTG	CTT	C	D	A	B	C	-
								GM	CTT	C	-	-	-	-	B
								IM	CTT	C	C	C	C	C	C
								IS	CTT	C	A	B	C	C	C
								LI	CTT	C	B	A	B	C	C
								LN	CTT	C	-	A	C	C	C
								ML	CTT	C	D	C	C	C	D
								MN	CTT	C	C	C	C	C	B
								MS	CTT	C	C	C	C	C	A
								PN	CTT	C	D	C	C	C	B
								RM	CTT	C	B	B	C	C	B
								SK	CTT	C	C	C	C	D	B
								ST	CTT	C	-	-	-	-	-
								SW	CTT	C	B	C	C	D	C
								TM	CTT	C	D	B	C	C	C
								UT	CTT	C	D	B	C	D	D
								YN	CTT	C	B	C	C	D	C
								CLOSED							
CREO Group		E-4	E-5	E-6	E-7	E-8	E-9								
								ADJ	D	D	C	C	D	-	-
								AK	D	C	C	C	B	C	C
								ASE	D	C	D	-	-	-	-
								ASM	D	C	D	-	-	-	-
								BU	D	D	C	C	C	C	-
								CM	D	D	C	C	D	B	-
								DK	D	D	C	C	C	B	D
								DM	D	C	B	C	D	D	D
								EA	D	E	E	D	D	A	-
								EO	D	D	D	C	D	B	-
								EQ	D	-	-	-	-	-	D
								MU	D	B	C	D	D	B	B
								PH	D	C	C	C	B	B	D
								PI	D	-	-	-	-	-	D
								PM	D	D	D	C	C	-	-
								SH	D	D	C	C	C	C	C
								CE	E	E	C	C	C	B	-
								DT	E	E	E	C	C	B	C
								HM	E	E	E	C	C	B	C
								JO	E	E	E	C	C	E	D
								PC	E	C	C	C	C	E	C

New York to Puerto Rico in 54 Days

Story and Photos
By JO2 J. Heltsley

Fifty-four days in transit— Not really all that unusual. Many people go on leave for a while before reporting to their next duty station. But, what about the fellow who took almost two months to get there and was traveling all the time?

Mess Management Specialist 1st Class Frank Tarpley spent 54 days in transit from Brooklyn, N.Y., to Roosevelt Roads, Puerto Rico, with his wife, Kaye, aboard their 27-foot sloop *Los Bucaneros*.

Why?

"I've read a lot about people who've sailed around the world, and I really had an intense desire to share in the adventure," he explains. "Economics had something to do with it. I tried for eight months to land duty at Roosevelt Roads. When I finally did get my orders, I couldn't afford to ship my boat. And I wasn't about to sell it."

So began an adventure in seamanship dreamed of by many, but tried by few.

What would one (or two) do for 54 days at sea in a small boat? A look at the ship's log, kept by Kaye, shows some of the highlights:

Day of Departure

"Packers removed all furniture to store for the next three or four years. Started down the East River at 1600, a little excited about the trip, but I was more nervous than I cared to admit. The Statue of Liberty looked very majestic as we sailed by at dusk. The seas are slightly choppy at 3-4 ft., and I am ready to give up here and now!"



Frank Tarpley and his wife, Kaye, en route PCS to Roosevelt Roads, Puerto Rico aboard their sloop Los Bucaneros.

Life on a sailboat does not end upon arriving in port. Los Bucaneros is home for the Tarpley family, at least for the time being.



Day One

"Seas were smooth, very little wind and there was a light fog. The wind died, I woke Frank and he started the 15-hp outboard. We motored along the Jersey shore until 1200 when the wind picked up and Frank took over the tiller while I made sandwiches. . . ."

Day Four

"At 0500 Frank called to say he saw lights; he needed help identifying them on the charts. It seemed impossible but we were only off Atlantic City! We almost cried. We went ashore to get the tanks filled. At 1630 Frank was eager to be on the way again even though the weather report was unfavorable. We experienced a lot of trouble and I remarked that I thought it was foolish to leave the harbor in that kind of weather. He said I could get off and fly to Puerto Rico if I wanted. That ended it. I'm sure there will be times later on during the trip that I'll regret not getting off when I had the opportunity. . . ."

Day Eight

". . . looking through the binoculars I saw breakers crashing directly ahead . . . we were caught up in one of them and thrown over. The boat righted herself immediately but not before the rudder hit bottom. I had visions of us joining other ships in the "Graveyard of the Atlantic." Frank called Cape Hatteras Coast Guard Station and told them that our rudder was broken and he would keep them informed on the progress of repairs."

Day Nine

"Once again we called the Coast Guard and asked to be towed to port; our engine would be useless in the 15-foot swells with no steerage. (They showed up that afternoon and towed us in; we were able to effect repairs. . . .)"

Day 26

"It was bitterly cold when we pulled into Fernandina Beach to refuel—our first port of call in Florida."

Day 27

"A craft built like a Chinese junk was moored just in front of us (it had passed us earlier in the day) and the menagerie on board was something else. Three dogs and a monkey! Earlier in the day I thought I had been touched by the sun when I saw the monkey swinging from the mast. . . ."

Day 35

"At about 0945 Frank saw a radio beacon on the horizon: Bimini. It looked as if our navigation was right on target. . . ."

Day 40

"Lord only knows where we are. At 0503 Frank checked a flashing light and can only assume it's Cuba."

Day 41

"We were making good time in the easterly wind: roughly five mph. We've both been very thirsty lately—hope it's the salty air and not dehydration. . . ."

Day 50

"We decided today that our watches have been a bit too long, especially at night. As our concentration ebbs we are not as accurate with the compass course. . . ."

Day 52

"Frank said that if I could get \$15,000 for the boat, I could sell it and we'd get a smaller one to sail on the weekends. I spent my afternoon watch making up "For Sale" notices in my head."

Day 53

"Frank spotted land about 40 miles off the starboard beam. Puerto Rico!!! At about 1630 I was watching some seagulls feeding and noticed some big shadows in the water. One of the "shadows" emerged and I almost died of fright: A pilot whale, and what a monster! I screamed down to Frank and we turned the boat around immediately—then watched a whole herd of those brutes glide past us."

Day 54

"We decided to clear customs at Fajardo rather than San Juan to save time. As we neared Cabo San Juan (the northeast tip of Puerto Rico), the water was very choppy, and the engine labored to push us along. There were a few tense minutes until we rounded the cape and came into the lee of the island—then we were absolutely jubilant.

We laughed and I cried—we called out and danced in excitement. We drank a couple of warm beers to celebrate, and planned for our arrival at Roosevelt Roads.

We entered the harbor channel at dusk, and the engine chose that moment to die. What an anticlimax! Frank had to change the plugs—the last time for a while, though. We tied up to the only vacant place along the pier.

Our long voyage was over and we felt a great sense of accomplishment and joy."

The long voyage may be over but life on a sailboat has just begun for the Tarpleys. Tied up at slip 37, *Los Bucaneros* is home for Frank and Kaye. MS1 Tarpley is currently attached to the Atlantic Fleet Weapon Training Facility.

Space is at a premium and their home moves at times as if they were located on top of the San Andreas fault, but with no weeds to pull, and no grass to mow or six-plus rooms to keep clean. If the view becomes too stale, a line can be released and a new anchorage found.

The Tarpleys have a sense of spirit and adventure plus a pride in what they are doing and it reminds one of the early pioneers, Dan'l Boone and Lewis and Clark.

What better time, than during the Bicentennial Year, to raise a hand in salute to two people just a bit bigger than life.

The watch is set as Frank Tarpley relieves his only shipmate from her duty at the helm.



'Hands on' Thermodynamics For Senior Officers



Material Management

They lit boilers with flaming torches, bruised knuckles tightening bolts and burned hands on hot valve wheels. They learned firsthand how to find boiler-corroding dissolved oxygen in water and they tried to detect salt in such small amounts that it had to be measured in fractions of a part per million.

They weren't boiler technician apprentices; they were admirals and captains—24 senior officers who recently completed a 15-week course on modern steam propulsion systems. They worked long hours learning firsthand the requirements and difficulties relative to the engineering systems that power Navy ships. At the same time, they increased their ability to guide and assist in all areas of shipboard material management.

Chief of Naval Operations Admiral James L. Holloway III explained the reasons for this kind of high level hands-on training last February when he addressed the House Committee on Armed Services. He cited readiness problems caused by the Navy's prior involvement in Vietnam, high tempo operations and the impact of the unstable economy on the Navy's ability to keep its ships in good repair. But, he added, "I believe another cause of many of our problems lies in attitudes and capabilities of our officer managerial force."

Admiral Holloway explained the Navy's decision to place new emphasis on technological education for officers beginning at the Naval Academy and the Naval Reserve Officer Training Program and continuing as an ongoing program to develop material management awareness and skills all the way up to the ship command level.





Above: Senior naval officers assemble at the Tomich Steam Propulsion Training Facility at Great Lakes, Ill. Top left: The facility. Bottom left: Captain Douglas R. McCrimmon (left) and Rear Admiral Paul H. Speer, after they lit off a boiler. (Photos by JO1 Alan Dooley).

"I have recently approved a program whereby a surface warfare officer, in order to qualify for command, must first qualify in engineering, including meeting the qualification standards for engineering officer of the watch," said the CNO. "This has not been a requirement since before World War II."

The senior officers enrolled in the new program began their training at a Navy facility near Idaho Falls, Idaho, with six weeks of intensive theory in math, physics, chemistry and thermodynamics. Following classroom work, they put their theoretical training into practice. They worked side by side with enlisted machinist's mates and enginemen learning the proper use of hand tools, equipment operation and advanced manual arc and tungsten inert gas welding.

"It's one thing to weld on a bench, but there's a difference when you've got to lie on your back under a piece of equipment, welding around a corner while observing your progress in a mirror," said one officer.

After a short session of instruction on shipboard engineering casualty drill planning, the students left Idaho Falls, dividing into two groups. Twelve went to Great Lakes, Ill. for practical experience on the 1200/psi training power plant while the others traveled to

Puget Sound Naval Shipyard, Bremerton, Wash., to develop skills in planning and supervising major overhauls.

At Puget Sound, the problems of overhauling a Navy ship were studied. They studied how to administer the overhaul budget, how to coordinate work of shipyard personnel and how to train the ship's force. Having these many events take place simultaneously with the end result of a totally "ready" ship returning to sea was emphasized.

Meanwhile, at Great Lakes, officers started their week of operation of the steam propulsion plant with a tour through the hot, dark confines of a large boiler. Following an internal inspection of the boiler, the officers received "hands-on" experience with the training plant.

At the end of the week, the two groups exchanged places. Following the Puget Sound/Great Lakes training, the last week of the course was spent underway aboard Navy ships where the officers observed engineering operations and ship performance.

The program was designed to provide officers an increased awareness of fleet material management requirements which will apply not only to engineering, but also will carry over to all areas of shipboard material readiness including combat systems and electronics.

Of the 24 senior officers who completed the program, three have been assigned to fleet staffs ashore where they will be making decisions directly affecting operating ships and 21 will assume command of major warships or groups of ships.

Handicapped Employees

Physical Impairments Are Just Obstacles to Overcome

By JO2 Davida Matthews



"Too often the emphasis is placed on what handicapped people can't do—not what they can do." So states Marlene Dammann, the Navy's Selective Placement Program Coordinator. "The days of putting the handicapped away and forgetting them are gone."

People who are physically handicapped, mentally restored, mentally retarded and the rehabilitated offender serve the Navy as useful, productive employees under the Selective Placement Program.

The Rehabilitation Act of 1973 and the Vietnam era Veterans' Readjustment Act of 1974 expanded and strengthened the program by requiring agencies to develop and implement affirmative action plans for hiring, placing and advancing handicapped individuals and disabled veterans.

Navy permanently employs 6635 handicapped people in Civil Service jobs. Countless others obtain summer jobs. The term handicapped is usually associated with physical disability. However, in this program, it applies to anyone who, because of personal circumstances, is handicapped in obtaining employment.

Patricia Bradshaw, Washington, D. C. area coordinator for the program, works closely with 30 command selective placement coordinators. Their job is to evaluate the candidates on the basis of experience, training, aptitudes, skills and physical qualifications. "We consider all these factors before we place a handicapped person on the job," she explained. "By matching the person to the job at the outset, we solve many problems before they can develop. If placed properly, the impaired person, occupationally at least, is no longer handicapped."

When an opening becomes available, Mrs. Bradshaw contacts the command coordinator, who contacts the job supervisor to discuss the feasibility of placing a disabled person in the job. "Often, the most difficult part is persuading a supervisor to allow a handicapped person to perform in the job. It's a matter of attitude, so it's up to the coordinator to convince the supervisor that, for instance, just because a person is confined to a wheelchair doesn't mean he can't be a good typist, or that a deaf person won't make a good computer programmer."

Mrs. Bradshaw came up with one solution—a seminar she developed for personnel specialists on the problems and solutions of hiring the handicapped, and dealing with supervisors.

"For three days, we expose personnel specialists to the life of a handicapped person through lectures and films," Mrs. Bradshaw explained. "One exercise we do seems to bring the message home, a little dramatically perhaps, but effectively. We ask a volunteer from the group to use a wheelchair for the first day of the seminar. The person must remain in the wheelchair, then at the end of the day, recount his or her experiences. Mrs. Bradshaw told of the many stories volun-

teers related concerning how stairways suddenly became insurmountable; doors, too narrow; and elevator buttons, out of reach. "It never fails to amaze them how a person confined to a wheelchair copes in our society."

When a supervisor agrees to work with a handicapped employee, a "trial" period is allowed. This gives the supervisor a chance to determine if the handicapped employee can perform satisfactorily in the job. If, for any reason, the employee doesn't work out, the supervisor can release that person without a long, involved process. Many impaired people go through the normal examination routine and receive regular eligibility for hiring status. But the severely handicapped or retarded must receive certification from a state office of vocational rehabilitation that they can perform in a job situation.

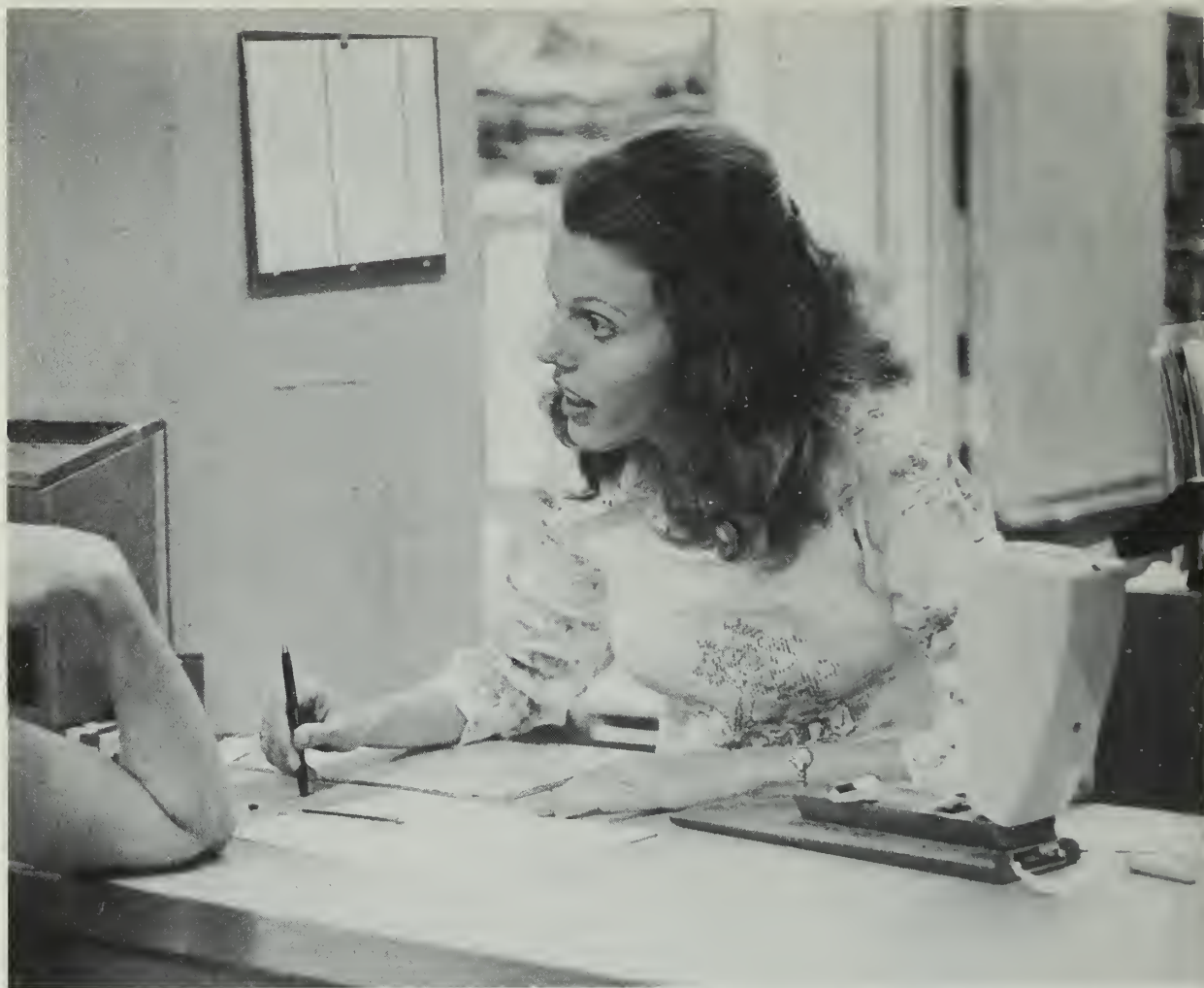
Linda Schneider worked for the Navy this past year in a summer hire program. Linda holds an English Literature degree from Trinity College in Washington, D. C., and is now a third year law student at Georgetown University Law Center. Her achievements might not seem all that unusual unless one considers that she is blind and partially deaf. Her work last summer in the Navy's Contract Appeals Office exposed her to another facet of the legal world—government contracts. "They were an experience," she laughed, "But I have the satisfaction of knowing that I was accepted on the basis of my merits and the quality of my work. I enjoyed the challenge. I was sure I could function in a real office working environment, but those few months proved it."

Linda worked with a full-time reader, Carol Galbraith, whom she paid out of her earnings. "Carol is also a law student so that made it a little easier. She read while I took notes on the typewriter of the things I wanted to remember. Later, we went back over my notes, and from there, we began the research for the appeals."

Linda went through the normal examination process to receive her job. With her educational background, she had little difficulty in getting a position for the summer.

Ira Rothenberg was interviewed by Mrs. Pat Pilcher, Selective Placement Coordinator for Naval Sea Systems Command Headquarters in Arlington, Va. A sophomore at Gallaudet College in Washington, D. C., Ira is deaf and has no special vocational training. But Mrs. Pilcher was impressed with his intelligence and enthusiasm. He passed a typing test and became a clerk in the civilian personnel office. His supervisor, Violet Hartman, had nothing but praise for him. "We had a six-month backlog of correspondence and filing before he came. Now we are all caught up. We've had young people come in for the summer before, but he's the most industrious worker I've ever had," Mrs. Hartman declared. "The only trouble I had with Ira is that, because he can't hear an alarm clock, he was sometimes late for work. But he was always careful to make up

Left: Linda Schneider (left) shares a light moment with her reader Carol Galbraith.



Barbara Blanton answers a question at the information counter at the Outpatient Clinic at the National Naval Medical Center.

the lost time at the end of the day.”

Ira is the fourth generation on his mother's side to be born deaf. “My mother is also deaf, so sign language and lipreading are a part of my family's normal life.” Because he can't hear himself, Ira's speech is a bit difficult to understand at first. “After I grew accustomed to the way he said things, I had no trouble at all.” Mrs. Hartman said. Ira accepts his disability almost nonchalantly. He left family and friends in New York to attend Gallaudet. The young man shares an apartment with three other students, drives his own car and enjoys partying with his friends. He has a hearing aid which picks up some sounds but prefers not to wear it.

“I'm very active and it gets in my way, like when I run. Besides, most sounds are nothing but noise and it gets to be distracting.” He does use his hearing aid for his favorite hobby—going to the movies.

Linda and Ira have physical impairments, but for each they were just obstacles to overcome. That's the attitude of the physically handicapped today and it

applies to full time Civil Service handicapped employees as well as those in the summer hire program.

Even though she is blind, Margaret Gaffney earned degrees in both physics and engineering and just started employment as a GS-5 Electronics Engineer in Training for the Naval Ship Engineering Center in Hyattsville, Md. “Since I am in the training program, I'm just getting the feel of the job. I am learning how the IVCS (a ship-to-ship, ship-to-land telephone communications system) works. There is much to be learned about the hardware and software involved. Later I will be working with the system itself.”

Margaret uses a device called Optacon (Optical-to-Tactile CONverter) which aids her in reading without help. An Optacon is a reading machine resembling a tape recorder, that converts regular inkprint into readable, vibrating, tactile form. To read with the Optacon, she moves a miniature camera across a line of print with one hand. The index finger of the other hand is placed on a screen approximately one inch long and one-half inch wide. As the camera is moving across

a letter, the image is reproduced on the screen by means of vibrating reeds. "Drawings and graphs are more difficult to read," Margaret said, "but with the Optacon a new world has opened up."

For Michael Blanton, his job with the Civil Service was an answered prayer and the beginning of a new life. Michael has muscular dystrophy, a disease of unknown origin that produces a progressive muscular deterioration and wasting. Like so many handicapped people, Michael's active, fully functioning brain was trapped inside a diseased body. "My family moved to Falls Church, Va., from Kentucky because we heard I could find work here. Those first few years I applied for everything imaginable but no one would hire me. Finally, just to get out of the house and keep busy, I volunteered to work at the Falls Church Handicapped Social Center.

Michael met his wife, Barbara, at the social center. Barbara had developed Wilson's Disease a few years before—a disease that impairs the body's ability to process copper, causing the substance to deposit on major organs. Copper deposits caused inflammation and, eventually, scarring. In Barbara's case, the copper affected the part of the brain controlling speech, garbling any sound she made. The disease is hereditary, but was recessive throughout her childhood and teen years. Suddenly, she found herself living in a world with which she couldn't communicate.

With treatment, Barbara eventually regained most of her ability to speak, but in those months she began to withdraw from society. Under her doctor's advice, she began to visit the social center. "I couldn't continue feeling sorry for myself when there were so many others much worse off. I met Michael, and after a while, I saw past his disability to the real person he is."

Michael heard of the Navy's Selective Placement Program and contacted its administrators. Soon, he received a job at the National Naval Medical Center, Bethesda, Md.

"At first, I had a lot of trouble because my work was at an information desk and called for me to get up and down. I guess I do fall down a lot," he laughs, "but I've been falling all my life and I know how to fall so I won't hurt myself. I just made the people I worked with nervous." Michael talked with his placement counselor about the problem. "I switched jobs and everybody concerned, especially myself, couldn't be happier." Michael is now a GS-3 Statistical Clerk in the Statistical Branch of the Outpatient Service at the medical center. The major portions of his duties include the collection, editing and computation of statistical data and the preparation and review of mathematical data used by the Outpatient clinics. According to his supervisor, Michael is one of the most conscientious employees in the Outpatient Service and his speed and accuracy on the adding machine equal those of an unimpaired person.

"With this job, for the first time in my life, I felt I could support myself financially. Having a job changed my whole outlook on life." A few months after he began working for the Navy, he asked Barbara to marry him.

Almost two years later, the honeymoon may be over, but Michael's attitude toward his job hasn't changed a bit. Even Barbara got into the act. With medication, her speech impairment is no more than a slight hesitation now.

"When a job opened up for a Medical Records Clerk in the Outpatient Clinic down the hall from Michael," she said, "I applied for eligibility in the Selective Placement Program and got the job."

With Barbara's added income, the Blantons plan to move to a new apartment soon. "Things are really looking up for us now." Michael reached for Barbara's hand. "It was a tough decision to allow this interview. We feel we lead a normal life and we don't want any sympathy. But we decided that if someone who reads this knows a physically handicapped person he may tell him about the Navy's Selective Placement Program, and help him find the kind of life we have."

We hope it helps, too, Michael.



Michael Blanton works as a statistical clerk in the CHAMPUS information office at Bethesda Naval Hospital.



letters to the editor

Want to pass something of interest along to the rest of the fleet, or perhaps just give us a few of your thoughts? Here's the place to do it. This section of ALL HANDS is open for unofficial letters from you on almost any naval subject. We can't promise to publish every letter we receive, but each will be answered. Write: Editor, ALL HANDS, Navy Internal Relations Activity, Office of the Chief of Information, Washington, D.C. 20350. Sign your full name and give complete address. Please don't send postage or return envelopes.

Move the Missiles

SIR: In reference to the question in "For the Navy Buff," June 1976 ALL HANDS: "Has a surface ship ever been fitted with Polaris missiles?"

I was assigned to *Observation Island* for over four years and during that period *O.I.* had two, not one, Polaris launchers on her missile deck just aft of the superstructure, not on the fantail.

She was scheduled for a yard period

just after I left, to be fitted out with launchers for *Poseidon* missiles, although I can not say for sure that this actually happened.

Just as general interest, as you said, she was converted from a merchant. She was a *Mariner* class hull which was originally named *Empire State Mariner*.—BMC M.B.C.

• *We stand corrected.*—ED.

Fonda as Nimitz

SIR: With no feeling of abandoning the arm of service in which I spent 20 good years, I read ALL HANDS whenever the Navy people I work with get their issue.

Your article in the June 1976 issue, "The Midway Story," caught my attention since I am something of a historian of World War II naval activities and had recently seen the "Midway" movie.

Recently, I saw the television rerun of "In Harm's Way"—Henry Fonda also appeared in that movie in the role of Admiral Chester W. Nimitz, Commander in Chief, United States Pacific Fleet and Pacific Ocean areas.—TSgt M.L.V., USAF (Ret).

• ALL HANDS failed to mention that Henry Fonda had played the role of Nimitz in a previous film. Thanks for passing the word.—ED.

Navy Buff: Officer Frocking

SIR: May I congratulate you on the excellent June 1976 issue of ALL HANDS? Your 18 feature articles had broad readership appeal and each was interesting and well illustrated.

In particular, I appreciated your tribute to Rear Admiral Samuel Eliot Morison whom I had the privilege of knowing personally.

The next time you publish the feature, "For the Navy Buff," please include information concerning the Navy's act of "frocking an officer." I understand the act in its present form, but I would like to know the source from which this act came into being. My research into the subject has been frustrating and unproductive. Perhaps a member of your staff can succeed where I failed.—J.M.F.

• Thanks for the kind remarks. We don't guarantee success but we're looking into the particulars of "frocking an officer," as you suggested, for a future input to the feature.—ED.

Navy Women

SIR: I just finished reading your May 1976 issue of ALL HANDS. Of particular interest to me was the article, "Women at Orlando."

I am glad to see the Navy treating women as something more than a reserve force. Throughout our nation's history (especially World War II), women have played a vital part in our defense. I sensed from the article a real effort toward getting women trained for any opportunity the Navy has to offer. I look forward to the day when the goal is fully implemented. I have been a linehandler on a DD when women on the tugs did the job as well as anyone.—STG3 R.M.

Doubleday Debunked

SIR: As I read the June 1976 issue of ALL HANDS, and especially after reading the article "For the Navy Buff," I thought how great it was that you are still giving us straight facts and even wiping out some old myths. And then I reached page 64 and "Taffrail Talk" and my mind started shouting "Foul Ball!" The myth that Abner Doubleday invented baseball is one of the most amusingly fraudulent pieces of manufactured history in existence and one I just can't imagine that you would swallow.

From Tristram Potter Coffin (among others) in *The Old Ball Game* we find that "There is a legend that Abner Doubleday started it all in 1839 when he was a cadet at the United States Military Academy. Although the legend has long since been discredited, people like to go on believing it the way they believe Washington heaved a dollar across the Rappahannock or Lincoln walked three miles to give back 6¼ cents he had overcharged a customer." . . .

From what I've read, the person who organized and gave some rules to what was then a disorganized and rowdy game was Alexander Joy Cartwright, Jr. He did this in 1845.

I don't expect any of this to reach ALL HANDS since there is no Letters-to-the-Editor column but I just thought I'd try to set the record straight.—CTA1 G.S.H.

• You caught us off base with the Abner Doubleday yarn.

Our letters-to-the-editor column occasionally falls victim to space limitations and we have an issue now and then without such a column.—ED.

ALNAV PUZZLE

Once again we offer an AlNav Puzzle to test your eyes, as well as your knowledge. This was submitted by Chief Aircrew Survival Equipmentman Jose Hernandez-Diaz of the U. S. Naval Safety Center in Norfolk.

There are 45 words hidden in this puzzle. Somewhere within, you will find the ratings, and words that describe various rating tasks. Some words are compound words

such as "fire control." They may be printed vertically, horizontally, diagonally, forward or backward. Also hidden is a message to all Navy people.

The ratings are: AG, AC, BM, BT/BR, TM, BU, RM, IC, CM, MS, TD, DM, DK, ET/AT, AME, UT, EN, EQ, FT/AQ, GM/AO, HM, MA, JO, MU, IM, LN, LI, AD/MM, MN, ML, OM, PR, PM, PN, PH, PC, QM, OS, HT, SH, ST, SW, AK/SK and AM.

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P R C H E R N A N D E Z D I A Z A F I N S T R U M E N T

TAFFRAIL TALK

Do you fancy yourself a budding Ernie Pyle, neophyte Pearl S. Buck, or even a weekend author eager to get into print? If so, ALL HANDS wants to publish your material for the entire Navy to read and enjoy. It makes no difference what your Navy job is—journalist, operations officer, torpedoman's mate—as long as you write accurately and interestingly about a topic of general Navywide appeal.

The range of acceptable subject matter is virtually unlimited. If you have an unusual hobby with a Navy twist, write about it; if you were favorably impressed by your last liberty port, write about it. If your command is involved in a unique project or operation, write it up, and send photography. Material submitted may be extensive and result in a major multipage article; or it may be a short "tidbit" that would be appropriate in one of ALL HANDS' new departments. If you're a Navy history buff, you might want to author a historical vignette for our new feature, "Grains of Salt." No fiction or poetry, please.

Of course, contributions are not limited to manuscripts. We also want sharp, black-and-white glossy prints (5 x 7 or larger) or color slides depicting some aspect of Navy life. Interesting composition and subject matter should be emphasized, along with technical quality (focus, contrast, etc.). Generally, color prints are not desired since they're rather difficult to reproduce in true tones.

Many photographs sent in have become ALL HANDS covers or have illustrated articles about various aspects of Navy work and liberty. A series of photographs, either black-and-white or color, that tell a story about a Navy job, or reveal a step-by-step unfolding of some Navy event are always welcome for use as a photo feature.

Photographs and articles sent exclusively to ALL HANDS have the best chance of being published. Material submitted simultaneously to other publications should be so noted. It is quite possible that two or three months can elapse before the magazine has a chance to publish submitted material.

Whenever possible, photographs should accompany articles. Articles should be typed, double-spaced, and include the full name, rank or rating of any person mentioned, especially the author. Photographs should include an explanatory paragraph (cutline) describing the action in the picture along with complete identification of those shown. Any articles or photographs describing Navy operations should be cleared by your command to ensure that classified material is not divulged.

In addition to the pleasure you'll receive by seeing your work in print and your name prominently displayed as a "by-line," all contributors receive free copies of the issue in which their material appears to keep as a souvenir or as part of their professional portfolio.

There must be plenty of Navy people out there who have a good story or photograph kicking around which ALL HANDS would be interested in receiving. Why put it off any longer? Opportunity is knocking at your hatch!

The All Hands Staff

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AT RIGHT: What do Navymen do at sea in their spare time? This Navyman took the expression "go fly a kite" literally and flew one at sea while aboard a U. S. Seventh Fleet ship. (Photo by PH1 John R. Sheppard.)



The logo features the words "U.S. NAVY" at the top in a large, bold, white sans-serif font. Below it is a horizontal row of thirteen five-pointed white stars. Underneath the stars are the words "HERITAGE" and "HORIZONS" stacked vertically in the same large, bold, white sans-serif font. The entire design is set against a solid dark blue background.

U.S. NAVY

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**HERITAGE
HORIZONS**



ALL HANDS

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NOVEMBER 1976

Below: An F-14 from the aircraft carrier USS John F. Kennedy (CV 67) keeps an eye on a Russian Badger during recent NATO exercise. (Photo by PH3 Pete Huffman.)



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Answers to quiz on inside back cover: 1 (i); 2 (f); 3 (n); 4 (a); 5 (l); 6 (b); 7 (j); 8 (e); 9 (h); 10 (d); 11 (m); 12 (c); 13 (k); 14 (g).



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November 1976**

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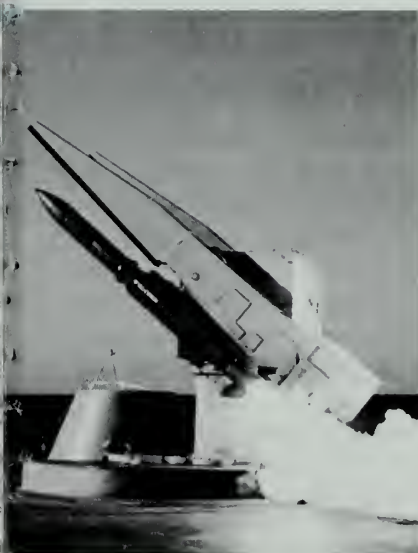
Covers:

Front: P-3A Orion Patrol Aircraft from Patrol Squadron Eight (VP 8) in flight over the Atlantic.

Back: Art Cover by LTJG Bill Ray covering the Tangier story on page 42.



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Currents

Antarctic Cachets

Will Be Available. Stamp collectors may obtain postmarks and station cachets for Amundsen-Scott South Pole and McMurdo Stations during the 1976-77 season. Philatelic mail will be processed and returned as soon as it is received. Because this service to philatelists is in addition to the regular duties of station personnel, collectors are asked not to send more than two envelopes for cancellation. Philatelic mail not received in time to be processed for the last flight from Antarctica (scheduled for the middle of February 1977) will be held for an early flight following the austral winter (early October 1977 for McMurdo and early November 1977 for South Pole). Mail should be marked "McMurdo Station" or "South Pole Station" in the lower left corner of the outside envelope. It should be addressed: Philatelic Mail Clerk, McMurdo Station, U.S. Naval Support Force (Antarctica), FPO San Francisco, Calif. 96692.

NRL Reports

Laser Breakthrough. Scientists at the Naval Research Laboratory (NRL) have been able to generate a laser beam at a wavelength of 53.22 billionths of a meter, the shortest wavelength of coherent radiation ever reported. According to Dr. R. A. Andrews, a member of the NRL team credited with the breakthrough, the accomplishment is a major step toward the eventual development of an x-ray laser system. The researchers say these systems, when developed, will open up new ways of processing and testing new materials for use in electronics, will aid in photographing tiny particles such as molecules, and will make possible the production of faster, more sophisticated miniaturized electronic equipment.

Night Attack

Weapons System Tested. The Naval Weapons Center (NWC), China Lake, Calif., has come up with a new heat-seeking night attack weapons system for air-to-surface missiles. The system has shown 100 per cent reliability in validation tests at NWC, China Lake, and at the Pacific Missile Test Center, Point Mugu, Calif. The Night Attack Weapons System is being developed as a low-cost system capable of clear day/night "fire-and-forget" operation to provide first pass, standoff launch capability against tactical targets. The system uses a forward-looking infrared (FLIR) system for target detection which is being developed for the A-6E and A-7E aircraft and is planned for the F-18.

New Overseas

Charter Flight Eligibility Announced. A new definition of "immediate family" makes it possible for "in-laws" to participate in low-cost overseas military charter (OMPC) flights. The Civil Aeronautics Board has ruled that "immediate family" now includes parents-in-law and the children of both sets of parents of qualified Department of Defense sponsors. Previously, only active duty military and DOD personnel living outside CONUS, their spouses, children and parents, were eligible for the charter flights. This travel offered by four commercial firms, is performed at personal expense while the sponsor is on active duty with the U.S. armed services outside the continental United States. The OMPC flights are independent of Military Airlift Command (MAC) charters.

Sea Services

Take Second Place in Chess Tourney. The Sea Services Chess team (Navy, Marine Corps and Coast Guard) captured second place honors in the 17th Annual Armed Forces Chess Tournament held recently in Washington, D.C. The Army team won in both team and individual competition. The winning team was presented the Thomas Emery Trophy with the best individual player of the 18 contestants also receiving an award. Navy members of this year's Sea Services team were: DP3 Stephen D. Greanias, USS Fulton (AS 11); SN Matthew A. Beelby, NavAirSta, Meridian, Miss.; ETR3 Charles Lawton, USS Hunley (AS 31); and SN Cesar Santiago, USS Proteus (AS 19).

Navy Ends

Its Proficiency Flying Program. The Navy terminated its Proficiency Flying program on October 1. The program had provided aeronautically designated personnel 0-5 and below the opportunity to maintain basic aviator skills while serving in assignments that did not require operational flying as part of assigned duties. The program was dropped because of budgetary constraints. The action is expected to save an estimated \$6.5 million annually. About 1850 Navy and Marine Corps pilots will be affected. Aviators returning to operational billets will undergo additional hours of refresher training to compensate for the loss of proficiency flying.

December and

January Advancement Quotas Released. Enlisted advancement quotas for December and January were released by the Bureau of Naval Personnel. Advancements will be effective on the 16th of the month and are authorized for nearly 10,000 personnel.

		USN/R	TAR
Dec	E-5	2636	43
	E-6	1298	49
Jan	E-5	3562	56
	E-6	2263	85

Life in the Yards

from Detroit to Bath ...and back again

Story and Photos by JO1 Jerry Atchison

Every morning at 6:45 AM, CWO 3 Richard Church, USN, commutes from Bath, Maine, to Detroit. And, every evening he makes the return trip. It's a routine he'll follow until next March or April.

Church isn't a millionaire traveler nor has he discovered the ultimate TAD ripoff. He's the ship's Bosun aboard the fast combat support ship USS *Detroit* (AOE 4) which can be found these days berthed at the Bath Iron Works, adjacent to cranes, buildings and equipment—a ship in the middle of overhaul.

A ship overhaul, technically, is an extensive period of time set aside for major ship repair and refurbishing. But, for the sailor who experiences one—and most do—overhauls conjure up a mixed bag of emotions. Borrowing from Dickens, overhauls have been described as “the best of times . . . the worst of times.”

“They may not be the best or the worst times,” said one *Detroit* sailor, “But they sure are *different* times.”

And so they are. During an overhaul, the familiar seagoing routines give way to controlled pandemonium as civilian shipyard workers swarm over the decks, ripping out the old and installing the new.

Bath, Maine, is only a 19-minute flight north from Boston, but a world away from the big city hustle and noise. Nestled between the Kennebec River and the

low, pine- and birch-covered hills of Maine, it is a town of 18th and 19th century homes.

In the middle of town is the Bath Iron Works and towering over both the Iron Works and the town is USS *Detroit*. The Navy ship has become an important member of the community—a kind of long term houseguest.

Detroit's skipper, Captain Guy Cane describes the relationship: “In my book the big difference (between this and some other overhauls) has been the great attitude on the part of the Bath community regarding *Detroit* . . . It's a family and ‘hometown’ kind of feeling that best describes the situation.”

Friendly relations between sailors and townspeople are not a mere dividend—they are essential. The ship is shut down—no air-conditioning, fresh water or waste disposal—so much of the crew must live in the small local community and all go on liberty there.

Officers and chiefs have been put up in local motels. Other senior petty officers stay at two-men-per-room barracks at nearby Naval Air Station, Brunswick. Although the remainder may live aboard a refurbished berthing barge tied alongside *Detroit*, many have opted for apartments in town.

“We've joined in—become a part of the community,” said Church. “When the call went out from the local hospital for emergency donations of

Quarters for muster is held each workday.





blood, the crew turned out in force. That's one example of the town needing us just as we need the town."

The relaxed mix of sailors and civilians is highlighted at the main gate to the shipyard.

Early every workday morning, shipyard workers and sailors mingle as they head from town to *Detroit* and the day's work.

Seaman Keith Wiley is one of those. "I'm sharing an apartment with others in town," he said. "We get a bit crowded sometimes, but it's nice to get off the ship in the evening, particularly after the long hours we put in at work."

Three times a day sailors can be seen strolling to a nearby church. The building enjoys this unusual daily popularity because it has been converted, by the shipyard, into a chow hall. The stained glass windows help counter the typical Navy galley atmosphere.

As sailors make their way to the church-turned-

Above left: Chipping, priming and painting are the order of business for *Detroit* sailors. Left: *Detroit* flanked by berthing barge during overhaul. Below: *Detroit*'s bow appears to jut into downtown Bath.

galley, Bath residents greet them from the steps of large old seafaring captains' homes built during the 1800s.

The friendly feelings are not lost on the sailors. *Detroit* is undergoing a complex overhaul which means a lot of hard work and long hours for all. Friendly people, however, make the job much easier.

When at sea, *Detroit*'s job is as complex as the multifarious overhaul she is now undergoing. She is a multi-mission ship, almost the size of an aircraft carrier—with a crew of only 600. Operating at high speeds, the ship furnishes rapid, simultaneous delivery of petroleum products, ammunition, freight, provisions and mail to "customer" ships while steaming close alongside.

"We do the jobs of stores ships, ammo ships and oilers, all rolled into one—with only a fraction of the crew," said Church, who is also one of the men responsible for seeing supplies get passed successfully from ship to ship.

In only a minute, *Detroit*'s equipment can transfer enough fuel to fill the tanks of 1000 family cars. She completely resupplies the Navy's largest aircraft carriers, furnishing everything from food to fuel, in four





six hours. And, she can do all these things at speeds up to 30 knots.

The six-year-old ship has performed all these tasks at a considerable pace. Her many deployments with the 6th Fleet in the Mediterranean have taken their toll on men and machinery. It was time for her maze of winches and rigs to be repaired or replaced, her miles of wiring to be inspected and her bulkheads to be chipped, primed and painted.

"When you realize that many pieces of our equipment had only an estimated five years between overhaul requirement under normal usage and then consider we've had more rigorous than normal operating schedules, you come to appreciate why it's time for *Detroit's* overhaul," Church said.

He speaks over the deafening noise of the shipyard. All around, chipping and jackhammers, winches and other equipment together create a battering sound that subsides only at the end of the day.

Decks are strewn with cables and lines running from ship to shore, worklights are strung through passageways and up ladders. The huge shipyard crane gingerly lifts a bulkhead that had been cut away earlier and sets it on the pier.

And over the whole ship swarm sailors and shipyard workers. Hundreds of tasks must be performed by hundreds of men in only a few months. Jobs are broken down into the number of manhours required for each. The manhours are matched up against the time remaining in the yard and the work effort increases.

The ship, once so familiar to the crew, is undergoing a rapid transformation. Well-known passageways between work spaces are sealed off as work continues, leaving some sailors momentarily puzzled, looking for a new route to their jobs. The elevators, normally used to haul supplies from storage areas below deck up to staging areas, are filled with the debris of the job at hand.

Sailors facing many days of hard work ahead find some consolation. Weekly hops have been scheduled between nearby NAS Brunswick and Norfolk—*Detroit's* home port. Those who have not brought their families to Bath look forward to these weekend trips. Sailors have enrolled in evening classes at nearby colleges and technical schools. Spectator events are offered in the area which provide reduced admission to *Detroit's* crew.

"And a lot of guys have their cars here so they can

zip down to Boston for a weekend or over to Brunswick," Church said.

The work being accomplished in *Detroit* represents more than two years of planning by hundreds—both on the ship, in Bath and in Washington, D.C. Millions of dollars are being spent to ensure the ship can perform her mission at peak efficiency.

It is work that requires long hours on the job, separations from family and friends and life in a different environment. But it is necessary work, for *Detroit* and for all Navy ships. Although the inevitable overhaul will probably never win a popularity poll among Navy people, it does represent a unique experience, and produces an equally unique life style.

And, like all experiences, it has some advantages. As SN Wiley put it, "You know, I've never been to Maine before. I'm kind of enjoying this." ⚓

Photo by JO3 Kenneth Anderson





making the pieces fit

Overhaul Cycle is Built into Each Ship's Lifespan

All right jigsaw puzzle fanatics, try this one on for size. Here's your challenge—a puzzle containing hundreds of thousands of pieces, costing millions of dollars and subject to numerous changes.

If you say you can put together any puzzle, think again. Your time on this puzzle is limited. Each piece must be in place at exactly the right moment. Not only that, but you're probably going to have to go out and scare up some of the missing pieces yourself.

It may seem an impossible task to some, but it's a pretty accurate description of the work that goes into planning and executing the periodic overhaul of a Navy ship.

Ship overhaul is a big job that grows bigger every year as weapons systems grow larger and more complex, as propulsion systems become more complicated, as ship missions and responsibilities expand and, of course, as the ships themselves get larger and larger.

Today the job of overhauling a ship the size of USS *Detroit* (AOE 4) reaches mammoth proportions.

How is the job of pulling together men, money and machinery handled? How does the Navy know what to fix and when to fix it? What new systems will be added to a ship in overhaul—or taken off?

The Navy's jigsaw puzzle experts have the answers.

The *Detroit* overhaul project officer at the Naval Sea Systems Command in Washington has an office best described as a graph maker's dream . . . or nightmare. Commander Richard R. Walters' job is to make sure the overhaul of *Detroit* stays on schedule and within budget. Referring from chart to graph to file folder, CDR Walters explained how the decision is made to place a ship in overhaul and how long that overhaul will take.

"Every ship has an overhaul cycle built into her lifespan," he said. "In the case of *Detroit* we figure this class ship should go into the yards for about eight months every four or five years."

Figuring when a ship is due for overhaul is only the first step. Long before a ship enters the yards, Navy

planners are busy evaluating information from a variety of sources and formulating plans for what must be fixed, replaced or modified.

"First, the crew report deficiencies as they occur. They also monitor equipment performance and try to anticipate breakdowns before they happen. Some equipment may be working fine but its estimated lifespan tells us that perhaps it should be replaced or overhauled during the overhaul period.

"Then there are new systems that higher authority has decided to install in a ship during her scheduled yard period. For example, in the case of *Detroit* we are adding the NATO *Sea Sparrow* weapons system. This affects the length of overhaul because it is the controlling alteration. That is, it is the single piece of work that will take the longest and therefore, requires the other work to be fitted around it."

But these are not the only variables that go into

determining what will be done and how long it will take.

"Two major factors that must be considered are how long can the type commander afford to have one of his ships out of action and how much money do we have to complete the necessary work," CDR Walters said.

As each variable is tacked onto the task of overhauling the ship, the puzzle becomes more intricate. Variables still exist that must be considered.

"You can't do the job if you don't have enough people with the proper skills. Both the civilian shipyard and the ship's company must have the manpower to do the job," he said.

All these factors—time, money, material, manpower and needs of the service—are brought together. A balance is sought. Schedules are modified and tasks examined. Once priorities are established, you've got



a systematic working plan for the overhaul of a ship."

This is not to suggest that this plan is final. Ship overhaul planning can begin as much as two years before the ship enters the yards. And it goes on right up to the day the overhaul period is completed.

"It has to be an extremely flexible plan because things are constantly changing. The ship may develop previously unreported problems, specifications may change, material may be delayed, or operational requirements of the ship may be modified. All these must be cranked into the system."

It's very important to determine what must be done in the yards. It's equally important to determine *how* it must be done. It's the classic problem of fixing a bulkhead, only to rip it out when new equipment must be installed.

Mistakes like that can't be made. To make sure they're not, every task to be performed during an overhaul is analyzed. Before the first wrench is picked up or the first bolt loosened, Navy planners figure:

- How long will it take?
- How many men will be required and with what skills?
- What parts are needed and where will they come from?
- What tasks must be performed before, and what tasks after, the particular job under study?
- What is the priority of the task?

That is a job bigger than any one individual. Decisions that affect a ship overhaul can emanate from many sources ranging from the Chief of Naval Operations to the fireman who tends the boilers. Besides the project officer and ship skipper, experts are called in on all phases of ship overhaul and repair. They might include experts from the civilian shipyard performing the overhaul, people from the type commander's staff, experts on weapon and propulsion systems, and on and on.

And, perhaps most importantly, it includes the men who will perform many of the repairs and operate the ship once she rejoins the fleet.

"In the end the ship's force has to do a lot of work because there are more repair items than money and time available," said CDR Walters.

"That's the one variable you can't schedule but you can depend on—the sailor who works a 12- to 14-hour day in the yards. He's separated from his family, the living conditions are sometimes marginal but he does a helluva good job," CDR Walters said.

—J. A.



Chief of Naval Personnel

on The Enlisted Advancement System



Why was the Meritorious Advancement Board phased out? Who really pays the piper when discrepancies in examination results crop up—the individual or the local command? What happens if a selection board examiner finds that a candidate's performance evaluation is missing?

In the interview that follows, the Chief of Naval Personnel, Vice Admiral James D. Watkins, addresses these and other issues related to the enlisted advancement system.

Q. *Admiral Watkins, our first question is one asked frequently by Navy enlisted people: Why are 95 per cent of all enlisted test-takers allowed to pass the advancement exams while only a portion of those are actually advanced?*

A. This is a question that comes up time and again in my visits to the Fleet, and I feel it very important that all Navy Personnel understand and appreciate the rationale for this policy.

I'm afraid there's a misconception that allowing 95 per cent of all test-takers to pass an examination represents a gross relaxation of our advancement standards. This is simply not the case. The 95 per cent figure was not chosen arbitrarily. It was selected after very careful study. After all, 95 per cent of all test-takers are not necessarily advanced—they merely move into the field of consideration.

Let me give you a little background on this. In 1973 we conducted an extensive review of the enlisted advancement system. Then, as now, advancement was based on a final multiple score (FMS) computation, with this FMS computation made up of several factors including time in service, time in rate, awards, exam score, performance, etc. The results of the review proved conclusively that because of the weight then given each of these factors the advancement advantage went to the best test-taker at the expense of many outstanding performers who were only average test-takers.

There were two reasons for this. First, the exam contribution towards final multiple score was 40 per cent for pay grades E-4, E-5 and E-6, while the performance contribution was only 25 per cent. Secondly, the pass score was set so high in many ratings that exam score was really the sole determinant as to whether an individual was going to be advanced. In order to be eligible for advancement based on your FMS computation you had to pass the test, but with such high pass scores FMS computation was merely a mechanical device to determine which advancement increment a selectee was going to be in rather than a

means to determine best qualified.

The review also determined that our advancement system could conceivably have been culturally biased because analysis revealed that exam content and high pass scores did not allow many of our personnel an equitable advancement opportunity when all traits were considered. Many minority personnel, for example, who were outstanding performers could not bring their truly exemplary qualities into the advancement process since they could not make the high cutoff scores to even be considered. As a matter of fact, this was a particularly serious problem at the E-4 level where they were perpetually stymied at their first real opportunity to move up the advancement ladder.

So, the review fostered two major policy changes. First, the examination pass score was revised, across all pay grades, to allow 95 per cent of the test-takers to move into the zone of consideration. This change merely allows 95 per cent of all test-takers to have their FMS computed so that all of their advancement factors are brought to bear and the individual is not rejected out of hand by exam score alone. Secondly, increased

... increased emphasis was placed on performance. . .

emphasis was placed on performance, and the weight of the exam score in the FMS computation was modestly adjusted downward a like amount. Instead of the old 40/25 per cent mix of exam/performance in pay grades E-4 through E-6, the chart below shows the new percentages that have been adopted:

	E-4/5	E-6
Exam	35	30
Performance	30	35
Other	35	35

This increased emphasis on performance simply means that we are striving to advance the "best qualified" candidates with leadership and technical skill weights in better balance. Certainly, sufficient knowledge of skill in a rating must be demonstrated on an exam. The actual score on the exam itself remains an important factor as shown by the still-significant weighting factors I have shown in the table. However, we recognize, and must demand, that sustained superior performance be the major criterion for advancement selection, particularly in our senior pay grades.

Q. Admiral, could you discuss the effect of these changes at specific pay grades?

A. Yes, because I think it important that we understand the differences. At the E-4 level, due to our significant shortage of third class petty officers, we are, in effect, saying that the majority of all "qualified" E-4 candidates will be advanced. If our manning in E-4 ratings dictates that we advance all candidates who pass the exam, and we assume that all candidates who compete for E-4 are fully qualified for the next higher rate in all respects, then it is logical to assume that we are going to advance every candidate who passes the exam. But let's not overlook that term "qualified." "Qualified" for advancement means having met all requirements. *The most important requirement to be met in the enlisted advancement system is the commanding officer's recommendation.* It's the direct responsibility of the commanding officer to recommend for advancement only those personnel who are fully qualified for the next higher pay grade. Therefore, it must also be assumed that every individual participating in an advancement exam is fully qualified and we should have no hesitation about advancing any or all of them if our manning in that rate permits it.

Now, as we move up the pay grade ladder, increased emphasis is placed on performance, less on exam, and quota limitations on advancements come into play. You'll find that it is increasingly difficult to make E-5, and virtually impossible to make E-6, with a low exam score. This is true because you just can't overcome a low exam score and achieve an FMS high enough to assure advancement with the quota limitations imposed on these pay grades.

Finally, the same rationale applies to our chief petty officer grades as it does for E-4/5 and E-6s—only more so. Records of E-7/8/9 candidates are sent to selection boards as a result of FMS' derived as shown on this chart:

	E-7	E-8	E-9
Exam	60	50	40
Performance	40	50	60

The records of 50 per cent of all E-7 candidates and 75 per cent of all E-8/9 candidates, determined by FMS, in each rating are considered "selection board-eligible" and appear before selection boards. The odds that one of these candidates will achieve a high enough FMS to appear before a selection board with an exceptionally low exam score are slim to none. Further, selection of one of these low exam scoring individuals by a board would have to be based on truly exceptional performance.

I know this is a lengthy response, but your question

is extremely pertinent. It is most important that Navy personnel know that we are not sacrificing quality for quantity. We are striving, and always will strive, to select the very best qualified individuals to fill the Navy's manning requirements based on the advancement recommendations of commanding officers.

Q. *Some Navy people ask us why the Meritorious Advancement Board was canceled. Does that action tie in with the new 95 per cent pass mark policy?*

A. Yes, it does. In fact, they're closely related. We canceled the Meritorious Advancement Board because it had served its purpose. It was no longer a necessary part of the enlisted advancement system.

Established in 1970, the Meritorious Advancement Board was designed to provide a very limited advancement opportunity for top-performing E-6/7 candidates who had repeatedly failed to obtain high enough exam scores to have their Final Multiple Score computed for advancement. But now that we've changed the exam policy to allow 95 per cent of all test-takers to pass, top-performing E-6 candidates who were average test-takers can now pass the exam and bring their stronger advancement factors into consideration.

At the same time, our newly established E-7 selection board reviews each candidate's record guided by the entire spectrum of performance factors. By instituting the 95 per cent pass score and the E-7 selection board, we have provided equitable advancement opportunity for those individuals who would have previously come under the meritorious advancement approach.

Q. *Admiral, could you tell us why we have Passed-Not-Advanced (PNA) points? What purpose does this system serve?*

A. We have long felt that individuals who have not been advanced in a particular pay grade should receive some credit for their past accomplishments in advancement competition. So, in 1972 the PNA points system was adopted as a compromise between requiring all candidates to start each new exam cycle from scratch, and not requiring them to retake advancement exams at all.

Candidates who PNA an examination accumulate points, based on their exam score and performance marks. These are applied to their final multiple score in the next competitive examination. This accumulation builds over a specified number of exam cycles,

that is, as long as an individual continues to PNA a rating examination for the same pay grade.

'The PNA system encourages continuing individual outstanding performance.'

The PNA system encourages continuing individual outstanding performance. The system provides a candidate with the credit necessary to increase his or her opportunity for success in future advancement attempts.

Q. *We sometimes hear that errors in filling out exam paperwork slip through the system unchecked, affecting individual results. Is this a problem?*

A. It's a problem with which I'm very concerned. Examination discrepancies indicate a lack of concern for our individual Navy men and women on the part of some of our local commands.

To begin with, candidates are required to verify all information on their worksheets and to transcribe this information accurately to their answer sheets. Unfortunately, in many cases, candidates transcribe this information incorrectly.

These errors *should* be caught by command examination boards since these boards are required to check and verify all candidates' answer sheets for correct information before forwarding them to Pensacola. It's obvious, looking at the large number of discrepancies which appear cycle after cycle, that these command examination boards are simply not doing the job. The majority of discrepancies on answer sheets received at Pensacola should have been detected at local command levels. Failure to scrutinize answer sheets closely severely penalizes the individual candidate because his or her advancement results are necessarily delayed until the discrepancy is cleared. It's important that we all do a better job in this area, exam-takers included.

Q. *Admiral, could you explain the new "Token" Advancement policy and how it will affect Navy members?*

A. Until recently, the so-called "Token" Advancement policy meant that we were advancing five per cent of test-passers in each rate manned at or above 100 per cent of the Chief of Naval Operation's require-

ments. This "Token" Advancement policy was instituted to ensure that we maintained some advancement flow in our overmanned rates.

We have found, however, that the blanket five per cent policy was too large a percentage at pay grades E-7/8/9 because of the relatively small size of these pay grades. To correct the problem, the E-7/8/9 "Token" Advancement policy has recently been modified.

The new "Token" policy for E-7/8/9 is based on projected manning figures, but will authorize only one advancement per cycle for rates with projected manning over 100 per cent of CNO requirements.

Additionally, no E-7/8/9 advancement will be authorized for rates with projected manning over 110 per cent of CNO requirements. Because the Navy must adhere strictly to specified total limits at these high pay grades, allowing a more lenient "Token" policy in any one rating would work to the disadvantage of another group.

It's important to remember that these changes apply to E-7/8/9 rates only. The five per cent "Token" policy for overmanned E-4/5/6 rates has not been revised.

Q. *Admiral Watkins, this year's selection board criteria provided for consideration of a male candidate's sea duty. Now, if a member wanted sea duty but got detailed to shore duty instead, how can he be sure the board will recognize that he had no choice?*

A. Let's clarify that a bit. My direction to enlisted selection boards states that candidates for advancement should have been at sea *recently enough* to indicate

'The boards were reminded that not all selectees could be serving currently on sea duty...'

current qualifications. The boards were reminded that not all selectees could be serving currently on sea duty, and that some ratings just don't offer extensive opportunity for sea duty.

At the same time, conversely, senior officers and master chiefs who sit on the enlisted selection boards are very aware that Navy men and women must go where the detailer sends them within the sea/shore ro-

tation established for their rating. Nevertheless, all other things being equal between two candidates of the same rating, the individual who has demonstrated professional capabilities in a variety of assignments, both at sea and ashore—as demanded by his rating—will get the nod.

Q. *How can selection board candidates have confidence that their records are correct and up to date?*

A. The service records of all selection board-eligible candidates are pulled from the files and carefully examined several weeks before the board goes into session. The people who examine service records are pros who do a terrific job in catching misfiled, missing and incomplete documents. If an examiner finds that a performance evaluation is missing, a message is immediately sent to the individual's command, requesting that information.

It's important to remember, though, that our examiners have no way of knowing whether essential information concerning awards, educational accomplishments, and so forth, should be, but are not on file.



Individual candidates are responsible for keeping their division officers informed of achievements so that this information is reflected in annual performance evaluations.

There is a special form which has just been made available (Enlisted Performance Evaluation Report—Individual Input, NavPers 1616/21), by which enlisted members can ensure that significant accomplishments or special recognition are brought to the attention of the reporting senior. As you know, the practice of forwarding to the Bureau copies of commendatory cor-



respondence pertaining to enlisted personnel for filing in service jackets was discontinued on September 1, 1976. An initial distribution of the new form was made to commands last month; they will become available through the Navy Supply System by February 1977.

One additional point on this subject I'd like to mention. All enlisted service records in the bureau are currently being converted from paper to microfiche. Before the conversion takes place each record undergoes a stringent examination. In the future, the quality

and accuracy of all personnel records will be greatly improved as a result of this conversion.

Q. *Along those same lines, Admiral, how does being an "examination discrepancy" affect selection board consideration?*

A. Beginning with the January 1977 CPO examination cycle, candidates in a discrepancy status will remain selection board-ineligible until discrepancies are cleared by parent commands.

This may seem a little harsh, but let me tell you what was happening under the old system. We used to pass the names of candidates in a discrepancy status to the selection boards. By doing so, we placed a major burden on members of the selection boards who were forced to spend large amounts of time clearing discrepancies when they should have been able to devote their full attention to the selection process. As I stated before, clearing discrepancies is a command responsibility. We can no longer afford to burden our board members with the task.

Q. *Two questions—what factors are being considered in E-7/8/9 selection boards? And, also, what has been the effect of going to a board system as opposed to the final multiple system?*

A. Deliberations of selection boards are not recorded, but certain general areas of consideration undoubtedly receive continuing emphasis. These areas include: performance evaluations, demonstrated leadership, personal awards, educational achievements, career patterns, sea duty experience and potential for future service at the next higher pay grade.

Certain specific guidelines are forwarded to each selection board in what we call a "precept." It's through this precept that the board is instructed to evaluate candidate performance in such important areas as human goals, recruiting and sea duty participation.

Within the guidelines contained in the "precept," the selection board members are free to develop their own criteria to help them select the "best qualified" candidates for E-7/8/9. Selection board members have been routinely unanimous in their stated belief that this method of selection is far superior to the old examination/final multiple method of selecting our chief petty officers. I wholeheartedly agree with them.

Now, under the old system of final multiple, selection too often was a reward for longevity and test-taking ability. Selection boards go far beyond these factors.

Frankly, I am convinced that the selection board system is responsible for the advancement of the truly best qualified E-7/8/9 candidates in the Navy's history.

Q. *Admiral, why must selectees wait so long for advancement, up to 12 months for E-7/8/9?*

A. First, let me say we're concerned about this problem. However, there are several valid reasons for the

'Our advancement system is "vacancy driven".'

delay between selection and advancement. Our advancement system is "vacancy driven." By this I mean that we determine initial selection numbers long before a board meets, based on projected vacancies throughout the 12-month advancement cycle. We have strict quotas imposed on our selection rates. These quotas come from Congress in the form of manpower authorizations, as well as from within to ensure that proper career development is available in each rate/rating.

As much as we might like to advance all selectees at one time, we're forced to spread advancement dates over the same 12-month period that we use to project advancement openings.

Actually, it's a lot like running a motel. You have only so many rooms and you can only put people in rooms which are vacant. On the other hand, we never want a room to remain vacant and so we identify individuals ahead of time and in a priority listing.

There's one other thing I'd like to mention on this subject of advancement delay. There's a tremendous amount of work to be done between the time advancement exams are administered and the selection board list is published. Records must be prepared for review and discrepancies must be cleared by the examiners. Added to the time required to ready records, six to eight additional weeks are required for the selection board to complete its deliberations.

The Navy is not unique in this "wait-time" problem but you can be sure that we're doing our best to keep it to an absolute minimum.

Q. *For those people farther down the promotion ladder, could you tell us how good the advancement opportunity to E-4 is these days?*

A. In a word, outstanding. For the past several cycles, and for as far as we project in the future, the

opportunity will continue to be exceptional.

But let me take this opportunity to make a very important point on this subject: If the Navy is going to be able to justify to Congress our stated requirement for additional petty officers, we simply must show that we're capable of producing the required numbers we request.

The number of personnel taking the E-4 examination in February 1976 fell considerably below Navy needs. Preliminary indications are that significantly fewer personnel took the August '76 exam than we expected. It's up to all of us to ensure that *all* eligible and qualified petty officer candidates participate in the advancement process.

In my travels I've heard the excuse that it's not worth studying for the E-4 exam because the pay isn't really any better. But if personnel are counseled to look beyond basic pay, the entitlements to travel and transportation allowances for E-4s alone are worth a great deal.

Furthermore, married E-4s receive even more entitlements not extended to nonrated personnel, including such things as family separation and overseas station allowances. Becoming a petty officer is good for the individual and good for the Navy. We must get this word across loud and clear.

Q. *Finally, Admiral, what impact will the new back-dating procedures have on the advancement of individuals placed in an "examination discrepancy" status?*

A. First, let me explain why this change was necessary. We recently reviewed our methods for determining the advancement date, for pay purposes, of candidates who have been in a "discrepancy" status. Our study revealed that by the time some discrepancies were cleared, we were actually permitting some "retroactive" advancements. For example, suppose an individual in a discrepancy status would have been advanced in February, but it took until March to clear the discrepancy, in this situation we had been assigning a retroactive advancement date in February. Unfortunately, this procedure is contrary to existing laws.

Obviously, we had to change our system. The new procedure allows a selectee in a discrepancy status to be advanced on the date his discrepancy is cleared. Once this has happened, the individual can seek relief from the Board for Correction of Naval Records to obtain a corrected advancement date based on his Final Multiple Score computation. (—>)

GRAINS of SALT

Steam clouds on the horizon

By LT. Tom Davis

The War of 1812 was fraught with disadvantages for a young United States. Her Army and Navy were small and ill-prepared for a confrontation with the world's greatest sea power, Great Britain. American merchants didn't want war and decried it as a disruption of trade. Citizens in major port cities—Boston, Baltimore, Philadelphia and New York—feared that the British fleet would attack by sea or blockade their harbors.

Yet, for one man, it could be said that the war presented not a disadvantage but a great opportunity—a chance to set before the world the unparalleled advantages of steam-powered ships. The war afforded Robert Fulton the opportunity to present his plans for a steam-powered floating gun battery to an ad hoc committee to determine the best way of defending New York Harbor.

He proposed that a ship be built on two hulls joined by decks and beams housing a 16-foot paddlewheel. One hull would contain a copper boiler and the other a steam engine capable of turning at least four knots.

The vessel was envisioned as being 170 feet from bow to stern and 66 feet athwartships, and equipped with 30 long-barreled, 32-pound cannons. To further enhance her effectiveness, plans were made to heat cannonballs in the ship's furnace, making them incendiary projectiles. Additionally, she would mount two Columbiad 100-pounder submarine guns capable of

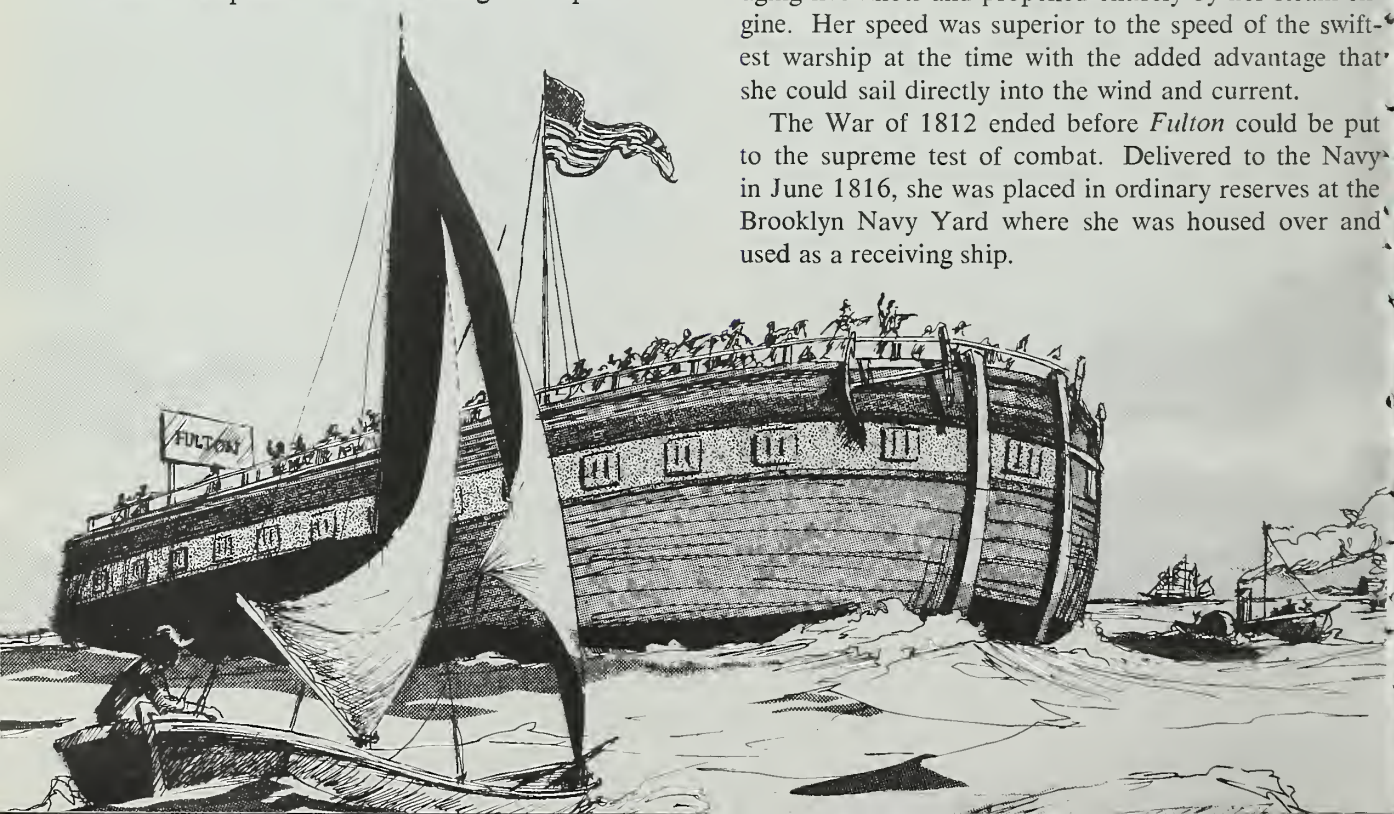
piercing hulls of enemy ships while her own hull—of 4'10" solid timber—would be impervious to cannon.

Believing such a ship to be "the most formidable engine of warfare ever conceived," Congress authorized President Madison to build one or more floating batteries for defense of "the waters of the United States" in March 1814. By June, a keel had been laid and work had begun on the boiler and engine at Fulton's Engine Works on the Hudson River. In spite of war-imposed shortages of iron, copper, coal and lead, the hull was completed in only four months and the ship was christened *Demologos* (voice of the people) and launched October 29.

Efforts were intensified to complete construction of her machinery and to collect armament. Robert Fulton, seriously weakened by his nearly superhuman efforts to complete the battery, contracted pneumonia and died in late February 1815. By early June, however, machinery was installed and *Demologos* was renamed *Fulton* in honor of her builder. During the same month, *Fulton* made her maiden voyage around New York Harbor under the command of Captain David Porter.

On July 4, she completed a 53-mile voyage to the ocean and back, averaging more than six knots. On September 11, rigged with lateen and jib sails and fully armed, *Fulton* sailed again to the ocean and back, averaging five knots and propelled entirely by her steam engine. Her speed was superior to the speed of the swiftest warship at the time with the added advantage that she could sail directly into the wind and current.

The War of 1812 ended before *Fulton* could be put to the supreme test of combat. Delivered to the Navy in June 1816, she was placed in ordinary reserves at the Brooklyn Navy Yard where she was housed over and used as a receiving ship.



from the desk of the **Master Chief Petty Officer of the Navy**

ASAILOR'S WIFE is an integral part of the Navy. At the most basic level, she maintains the household in the absence of her husband. More importantly, she can directly affect the motivation, morale and performance of the Navy member. But, because of the unique nature of the naval service, the spouse who adopts the Navy way of life must adapt to situations which have no civilian counterparts.



MCPON Robert J. Walker

Although the household maintained by the Navy wife while her husband is on shore duty is practically indistinguishable from those in the civilian community they live in, there are subtle differences. The Navy member leaves for work like everyone else, but in a Navy uniform. The sailor stands duty watches, may shop at base commissaries and exchanges or live in government housing.

Sea duty alters the day-to-day functioning of the Navy family. The wife, remaining ashore, must maintain the house or apartment, care for the children, do the shopping, pay the bills and see to the frustrating tasks that never seem to appear until she is alone.

The rotation policy of the Navy also requires the Navy wife to make adjustments. On one hand, rotation means moving the household every few years but, on the other, it introduces variety into what might otherwise be a dull, routine existence. And, rotating to overseas duty is an experience that can offer the chance to broaden one's horizons culturally.

With the Navy wife asked to take such an active part in Navy life, it becomes our duty to provide as much support, physical and emotional, as possible.

The audience addressed in this article is Navy wives; however, I realize that a significant number of Navy husbands act as counterparts of the wives. Most information in this article is also applicable to husbands.

The Navy Wifeline Association is a nonsocial, non-profit, informational and educational organization of Navy wives. Through the Association, the wives of officers and enlisted personnel anywhere in the world can join together in a working force to complement the

Navy's efforts on behalf of its dependents by lending the women's point of view.

The Navy Internal Relations Activity publishes a free quarterly newsletter, "Wifeline, the magazine for Navy Dependents," which is distributed to commissaries, medical facilities, and Navy housing. Information booklets dealing with such subjects as protocol, tradition, benefits, moving, duty overseas, and travel and privileges may be obtained by writing: Navy Wifeline Association, Building 210, Washington Navy Yard, Washington, D. C. 20374.

The Navy Wives Club of America is the country's only national federation of Navy, Marine Corps and Coast Guard wives. The club exists to promote a relationship among the wives of enlisted men of the United States Sea Services and to extend relief assistance to needy members and their dependents.

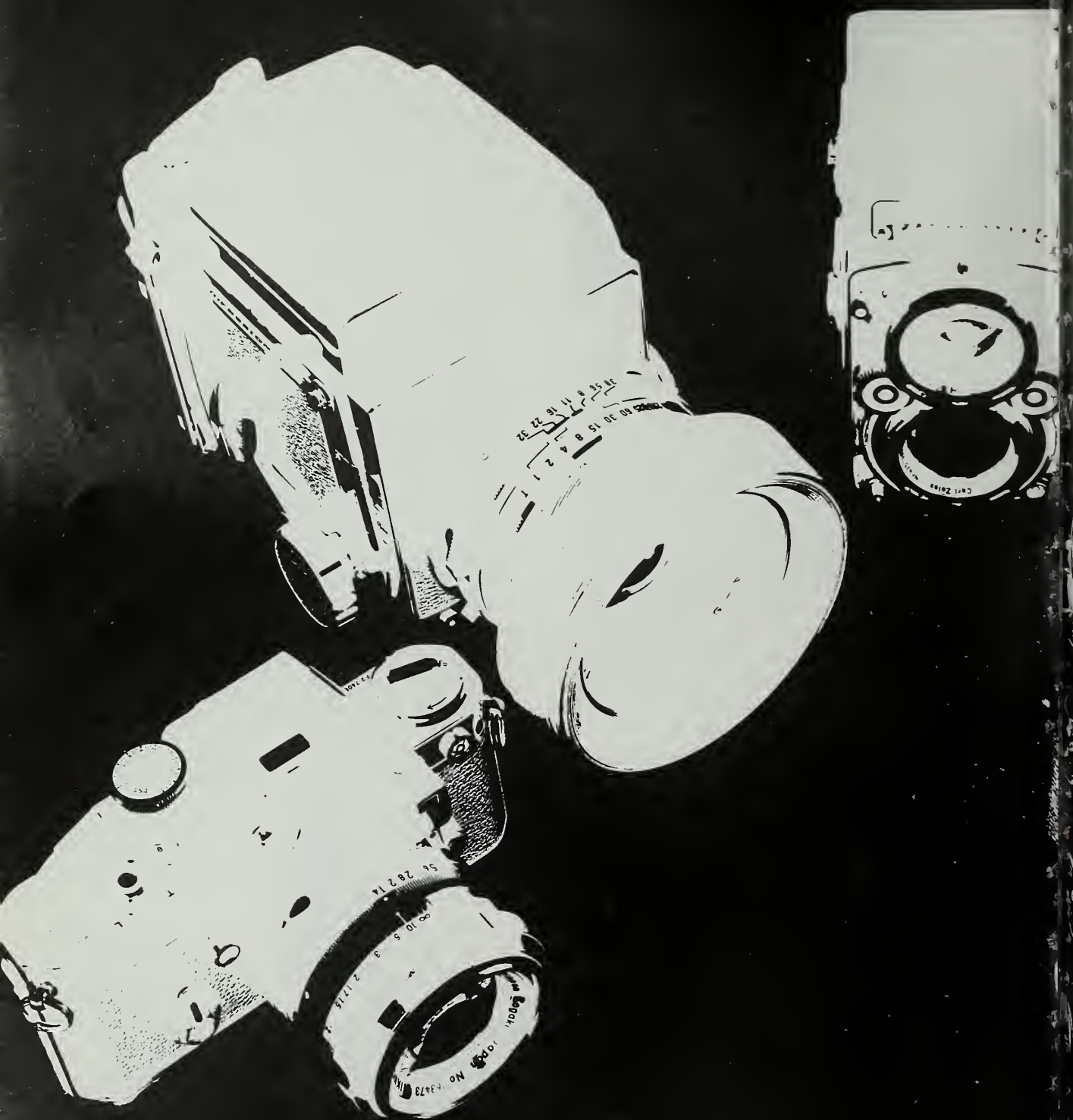
The club does welfare work locally, and is known nationally for its Scholarship Foundation. Membership is open to wives of enlisted Navy, Marine Corps and Coast Guard personnel, regular, reserve or retired status, and to the widows of enlisted men.

The Navy Relief Society is a private, charitable organization whose purpose is to assist members of the Navy and Marine Corps, and their dependents. The assistance is available to all eligible families who have the need for assistance with problems which are beyond their capabilities to handle. Assistance is in the form of no-interest loans; the services of a Navy Relief nurse; help with transportation and housing; information on dependents' benefits, allowances, pensions, government insurance; locating and communicating with Navy personnel; and advice about community resources such as help for the handicapped, special schools, welfare, etc.

The American Red Cross and the Navy Relief Society have entered into an agreement on procedures under which assistance is given to service personnel and their dependents. Although the assistance given by the two organizations is similar, this agreement allows appropriate referrals to be made to either the Red Cross or Relief Society.

Other assistance available to the Navy wife exists in the privileges enjoyed by shopping at local commissaries and exchanges; open messes and clubs; special services; local wives clubs and activities; military scholarship funds; personal services centers; casualty calls program; and Navy chaplains and lawyers.

Because the Navy wife is an essential part of the Navy family, she deserves all the encouragement she can get. I urge all Navymen to support their wives personally, through direct reassurance of their importance and our need for them, and professionally, through information about the Navy-sponsored or affiliated organizations and programs available to them. ↓



BUYING A CAMERA THAT will DELIVER THE goods

By PH2 Terry Mitchell

"Now you may have an exposure problem with your automatic exposure SLR unless you work on identifying the proper latitude of your niblik diameter as opposed to your focal length when computed at mumble, mumble, mumble. . ."

Huh?

If you're the ardent camera buff in search of a new camera, you've probably heard much the same before. You want a camera that lets you take good pictures. The mumbo jumbo of camera salesmen confuses the novice and can result in a sales pitch-dazed purchaser leaving the shop with an outfit he doesn't need and what's worse, can't operate.

But the modern-day shutterbug intent on buying a new camera ought to understand some of the jargon before that trip to the Navy exchange. If you decide beforehand on what types of pictures you want to take, you can spot the type of camera that will deliver the goods at a price you can afford.

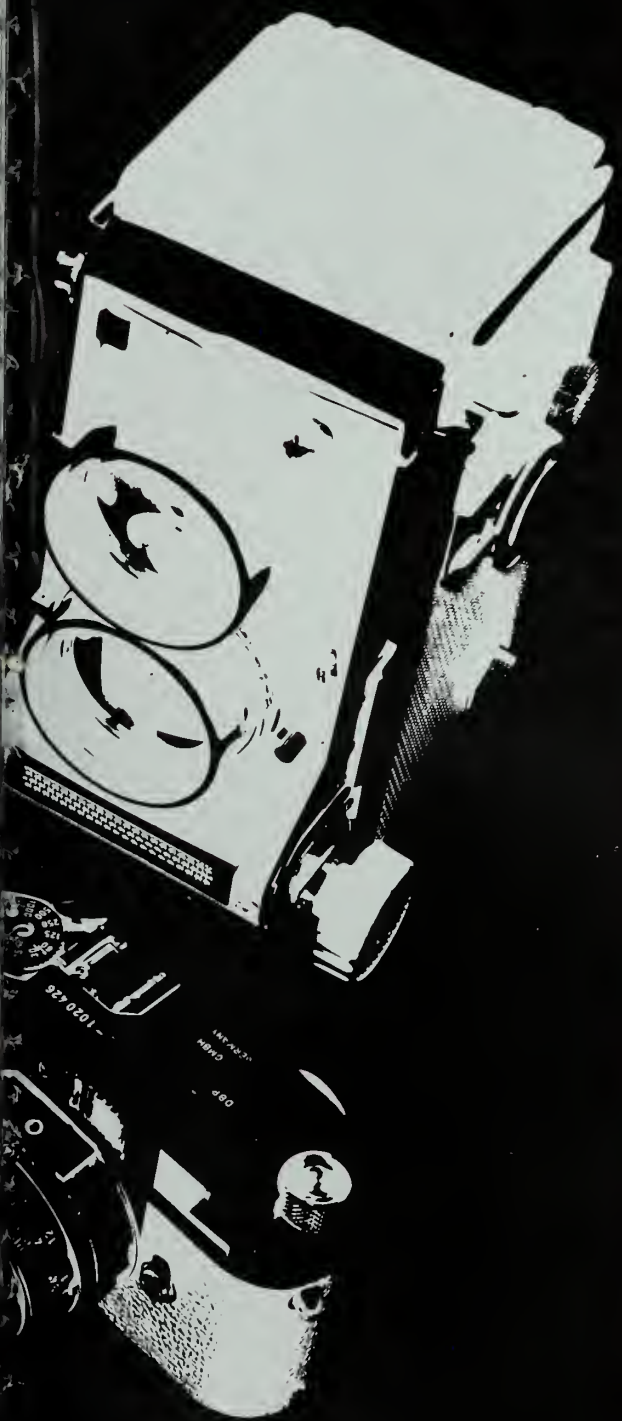
Cameras are usually classified according to the type of viewing system used to compose a picture in the camera and the size of film used (format).

In the breakdown by viewing system, cameras will fall into four basic groups: single-lens reflex (SLR), twin-lens reflex (TLR), rangefinder and view camera. These four break down into subcategories depending on the film size employed. For example, small format cameras (16mm, 35mm) usually mean small, portable models. Large format cameras ($2\frac{1}{4} \times 2\frac{1}{4}$, 5×7) mean more bulky models and higher potential quality.

35MM SINGLE-LENS REFLEX

One of the most varied and popular cameras today is the 35mm SLR. The main reason for this is that with an SLR, you actually see what the lens sees; the same lens which is used for forming the image on the film also provides the image in the viewfinder.

Many 35mm SLRs have a light-metering system built into the viewing system. This, coupled with shutter speed and diaphragm controls, allows the photographer to measure the amount of light in the scene



and set the exposure accordingly (see accompanying story).

The variety of lenses is just about endless for the 35mm SLR. Focal lengths from 8mm to 1500mm, and practically any length in between, are available for anything from special effects to an ordinary snapshot of a shipmate. The lens most cameras are equipped with is the normal lens, usually 50mm in focal length, and the fastest lens for that particular camera. (A lens is considered fast when it has a wide aperture, permitting more light, and therefore faster shutter speeds).



LARGE FORMAT SINGLE-LENS REFLEX

Like its smaller cousin, the large format (120/220) SLR has many of the advantages mentioned already. But as film size grows, so does the camera size. Somewhat more cumbersome than the 35mm SLR, the large format is more difficult to handle.

Unlike the eye-level operation of the 35mm SLR, the large format SLR is designed to be used at waist level, with the photographer looking down and through the camera viewing system. It can be used at eye level with the addition of a costly prism accessory. Besides the advantage of eye-level viewing, the prism also corrects the image in the view finder. Without the prism, the image in the view finder is upright, but is reversed laterally. This right-for-left swap is difficult to over-

SHEDDING LIGHT ON THE SUBJECT

If you've bought your first adjustable camera and are a bit nonplussed by the various dials, meters and buttons, it might be a good idea to keep in mind that capturing an image on film is simply a matter of controlling the light that strikes the film.

You can't control how much light is reflected off the image being photographed (assuming you have no flash) but you can control the amount of light that passes through the lens and onto the film. Here's how.

First, is the aperture or diaphragm opening of the lens. It adjusts much as the pupil of the human eye does, narrowing down to pinhole size for bright light, or opening wide in the dark. The range of openings are called f-stops. The smaller the f-stop, the larger the opening. Therefore, f2.8 is wide open on many lenses while f22 is probably the smallest opening on most standard lenses. By adjusting the f-stop you control the amount of light that passes through the lens when the shutter is clicked.

But the click of that shutter also helps to determine the amount of light that passes through the lens. Your shutter speed will let a lot of light through if it is very slow and hardly any light through if it is fast.

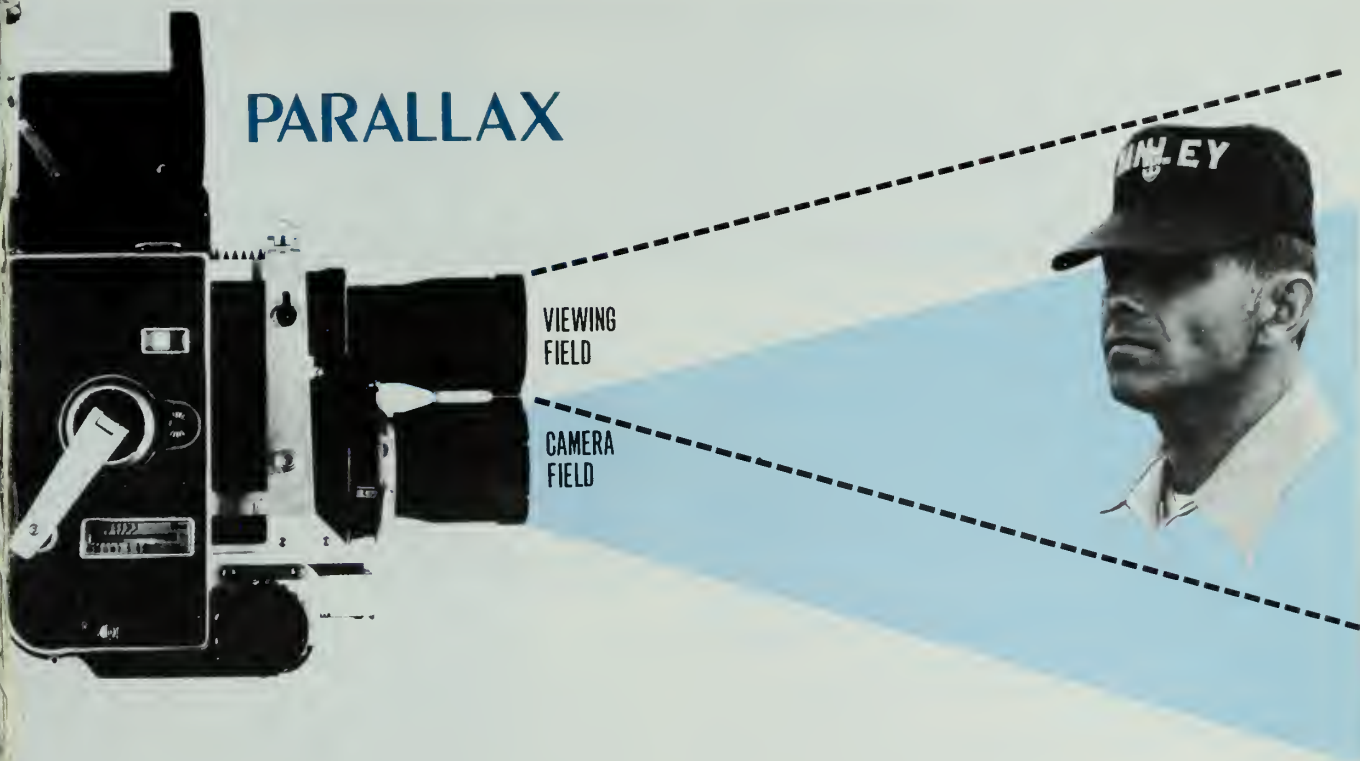
Your shutter setting and f-stops are directly in proportion in determining how much light is caught on the film. For example, if you take a well exposed picture and your shutter setting is 1/60th of a second and your f-stop is f8, you should get the same results by speeding the shutter up one notch to 1/125th of a second while opening the diaphragm to the next wider f-stop (f5.6).

You don't need a computer to figure these numbers out. If your camera has a built-in light meter, you need only adjust both f-stop and shutter speed until the meter tells you that you have the right setting. If you don't have a meter, take a look at the sheet of paper that comes packaged with the film. This usually includes recommended settings for various light conditions (i.e., bright sun, hazy, shadow, etc.)

Once you've mastered the ability to allow the proper amount of light to strike the film, things get kind of fun. It is usually just a short stop from there to processing and printing your own film as the photography bug bites the seasoned novice.

Just remember, control the light and you've controlled the picture.

PARALLAX



come when shooting action-type pictures. The prism is perhaps the best accessory for the large format SLR and should be considered the first accessory to be purchased.

With its bigger film size, the large format SLR will yield higher quality enlargements than the 35mm format. However, 120/220 roll film is not as widely available in some Navy ports of call. This may necessitate your carrying a large film supply instead of purchasing it as you go. Again, many of the so-called special roll films are manufactured only in the 35mm format. (This is not to slight the 35mm, which, in the hands of a "good" photographer, can produce fine-grain, flawless pictures which do not fall apart in the enlarger.)

One last thing, if you intend to shoot color slides, as many Navy people do, the 120/220 format requires a special projector for viewing.

SLR ACCESSORIES

Many camera manufacturers seem to be in a race to see who can manufacture the most accessories for their systems. Granted, each accessory has an application, but many are far too costly for the average photographer. In addition, you must consider the basic question, "Will I use this accessory enough to justify my buying it?"

Frequently purchased accessories include camera

Parallax is caused by two lenses having slightly separated positions on the camera body. The result is that a person's eye does not see exactly what the camera sees.

bags, tripods, flash attachments and light meters. These items are basic to most camera systems. On the other end of the sophistication scale are such items as lens attachments for electron microscopes, filters for every conceivable photographic situation, and lenses that require either three tripods or six strong men.

But whether you pay \$5 or \$500 for an accessory, make sure you completely understand its application before you leave the store. The story of the fellow who buys an extra lens for his camera, takes it home, doesn't realize it is not compatible with his camera and ends up stripping the threads on the lens is an often-heard tale.

The best way to decide what accessories you need is to check the catalogue of accessories for your brand of camera and determine which would be an absolute necessity.

RANGEFINDER CAMERAS

Rangefinder cameras vary in format from 16mm (small film size used in simple-to-operate "tourist" cameras) to 4" x 5" (large format used largely in press cameras).

The main difference between rangefinders and other cameras is the optical system, or "optics," used for



viewing and composing the scene you wish to film.

The optics of a rangefinder camera are completely separate and apart from the lens system, so you don't actually look through the lens. Instead, you look through a little sight at the top or side of the camera and somewhat offset from the main lens. The viewing optics synchronize with the camera's lens to focus the image on the film.

Most rangefinders employ the split-image method of focusing. The viewfinder will present two identical images when out of focus and as the camera is focused on the subject, these two images will converge.

Unlike the SLR, the image you see in the rangefinder viewfinder is not affected by the magnification of the lens. To give you an idea of how different lenses will affect the picture, lines are etched in the viewfinder.

Lens variety is not quite as extensive with the rangefinders as with the SLRs and many models do not feature interchangeable lenses. Because of its simplicity, as compared to the highly engineered SLR, the rangefinder camera is less prone to mechanical malfunctions and is easier to repair.

The rangefinder camera has its disadvantages, too. Because of the viewing system, the rangefinder is hard to focus with the longer focal length lenses. In extreme close-ups, a gremlin, called parallax, creeps in. Parallax is caused by the fact that lens and viewfinder look at an object from different angles. Thus what

you see (in the viewfinder) may not be what you get (on film).

Anyone who has used a rangefinder camera for any length of time will tell you there is more room for error. Because of the separation of lens and viewfinder, it is entirely possible for a finger or neckstrap to drop across the lens, or for a lens cap to be left on without the photographer's knowledge.

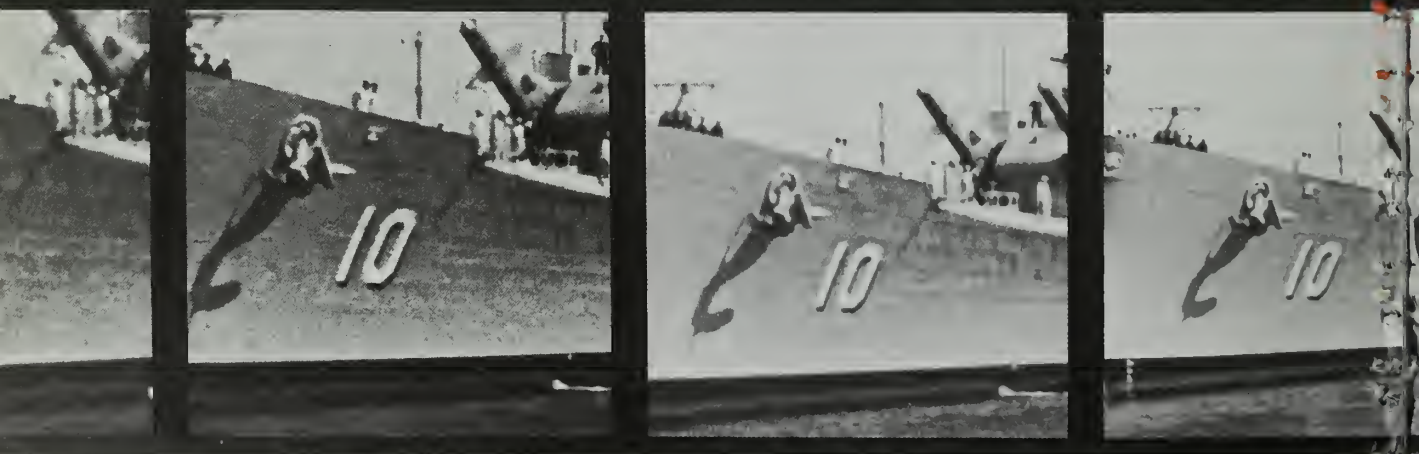
TWIN-LENS REFLEX

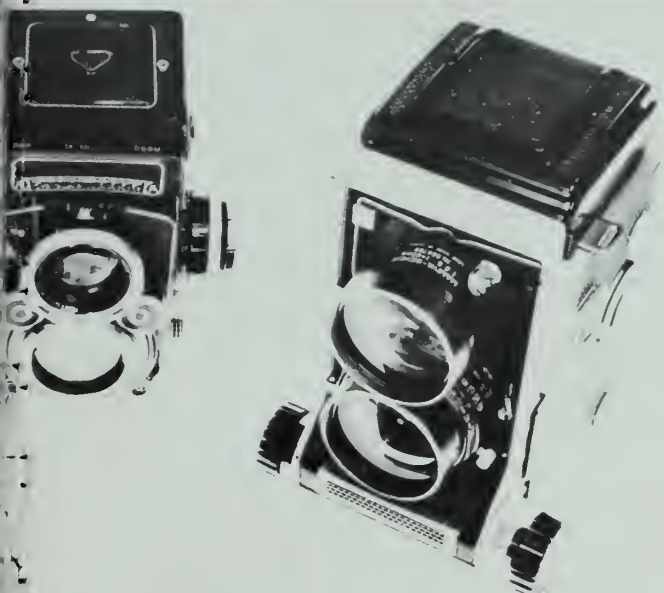
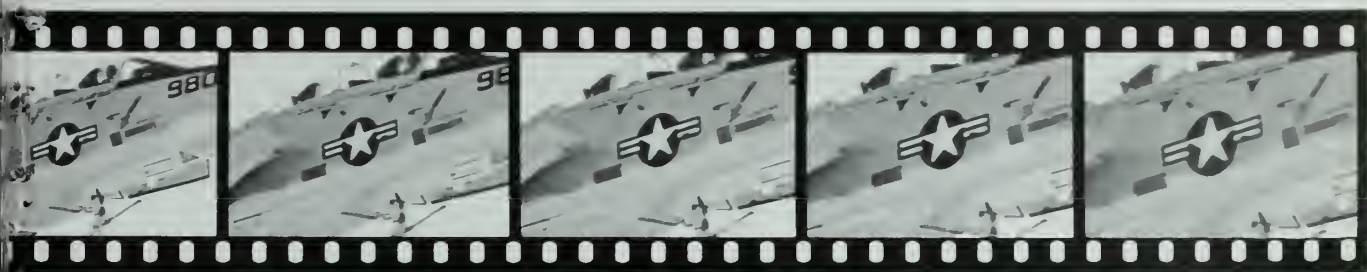
Just as the name implies, twin-lens reflex cameras do have twin lenses—the top lens is for viewing the subject and the bottom lens forms the image on the film.

Unlike the rangefinder camera, it has a focal length that duplicates the camera lens, so you see virtually what the camera "sees."

Like the rangefinder camera, the viewing lens is synchronized with the taking lens to assure accurate focusing. The image is presented on the ground glass in the viewfinder just as in the large format SLR. Again the image is right-side-up, but reversed from right to left, necessitating use of the prism viewfinder for correct viewing.

The TLR shares other advantages and disadvantages with its cousins. Like the rangefinder camera, it has a parallax problem in a close-up situation. It may even be more pronounced because of the size of the camera.





feel the need for a lot of lenses, perhaps the TLR is not for you. But if you want an extremely reliable, simple, sturdy, large format camera at a reasonable price, pick the TLR.

Yes, there are more basic, and more highly sophisticated cameras. But the cameras described here are the most widely used by professionals today. They are quick in operation and are easily portable, which makes them a good choice for the shipboard photographer or the photographer ashore with limited locker space. ⚓

That's another thing it shares—size. TLR cameras use the same 120/220 film as the large format SLRs, thus offering better quality enlargements. Again, as the size of the film increases, so does the size of the camera. TLRs are hard to handle simply because of their vertical design. The purchase of a good hand-grip to fit the camera is a must.

Lens interchangeability is severely limited to a few of the more advanced, more costly models. If you

Popular film sizes used today are the 35mm format (above) and the 120 format (below).



AEGIS

lightning quick

thunderous

By LCDR D. S. McCurrach

The year is 1992. A powerful American carrier task force is underway in the North Atlantic. A deteriorating international scene makes the possibility of an enemy strike against the force ominously real. The form of that attack, if it comes, has been well established by years of deepwater tactical exercises conducted by the enemy. It will be a massive, coordinated antiship missile attack launched from aircraft, ships and submarines, and aimed at the heart of the force—the carriers.

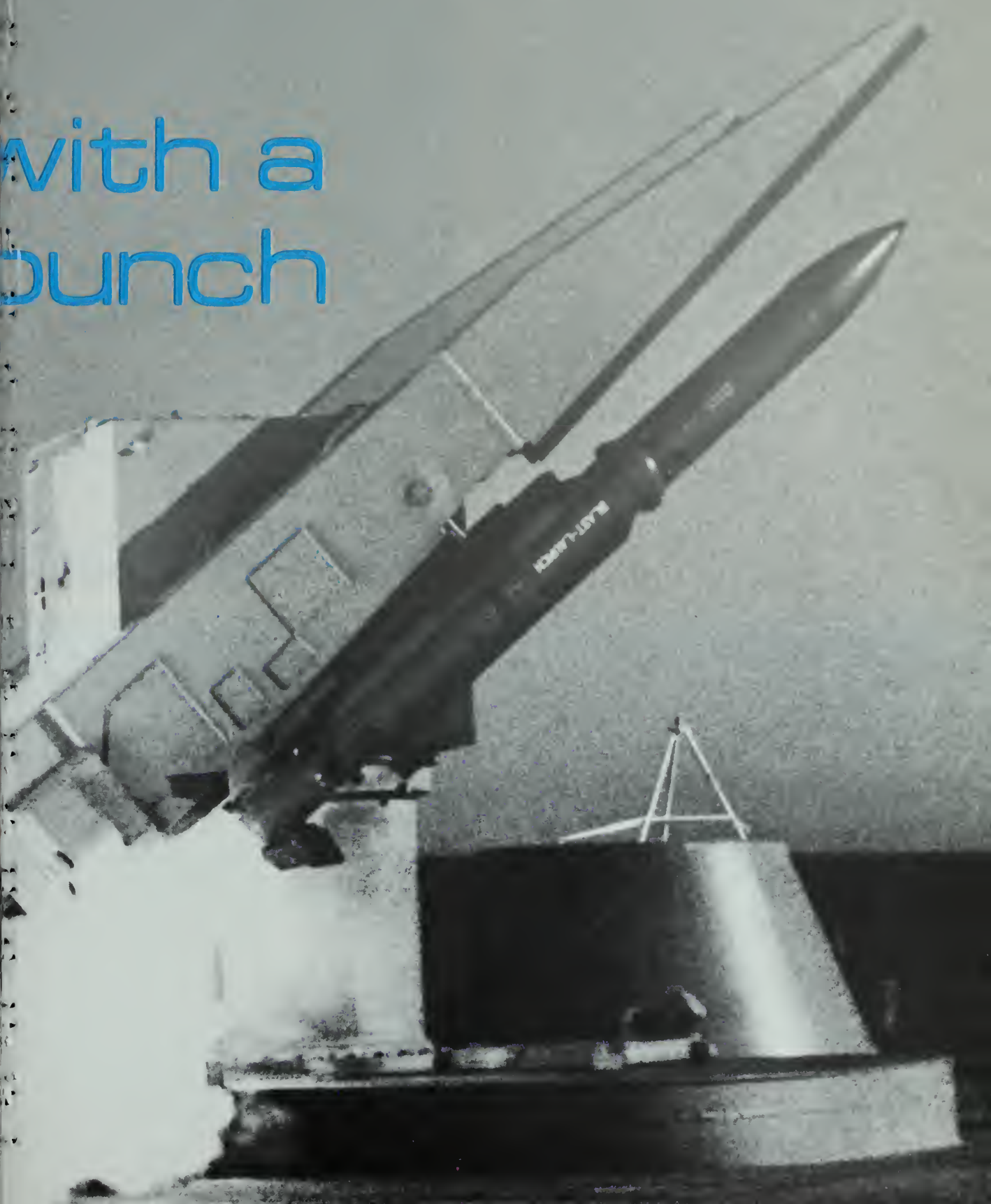
Miles from the carriers, at irregular distances and intervals, a screen of strike cruisers and guided missile destroyers scan the depths and skies. Their assigned mission has suddenly taken on critical importance.

They must defend the carriers against missile and air attack. In concert with the carriers' own fighter aircraft, these ships stand as the main line of defense.

Fore and aft on each cruiser and guided missile destroyer on double-rail launchers are the ships' main battery—sleek, surface-to-air missiles. They stand ready to respond, automatically and in rapid-fire succession, to the orders of the world's most advanced and sophisticated anti-air detection and missile guidance system. That system is *Aegis*. Upon its sophisticated electronics and computers will depend the survival of the task force.

The scenario, of course, is fictitious and speculative. The threat is

with a
punch



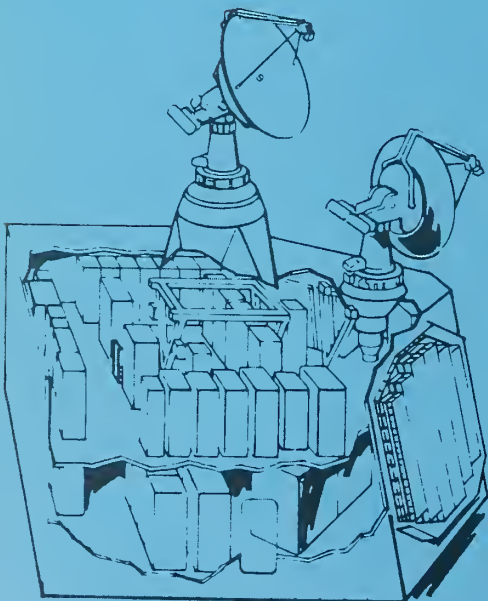
not; nor is *Aegis*. *Aegis* is on its way to the fleet, and it represents one of the most important developments in fleet defense in recent years. It will be a bulwark of the U.S. fleet of the future. It isn't too early to understand its capabilities.

Aegis is not simply an anti-air missile; it is a complex system with several components, just like a modern stereo system. *Aegis* is complex because the job of detecting, targeting and shooting down missiles and aircraft has become highly complicated.

Today, several functions are necessary to down an "incoming." The target must be located, of course. Then, it must be clearly identified as "the enemy"—no small task in the busy skies over a task force. The target must be "tracked;" that is, followed electronically to determine its course and speed. "Phoney" targets (created through electronic illusions) must be weeded out. An anti-air missile must then be assigned to the target, after threat priority has been determined.

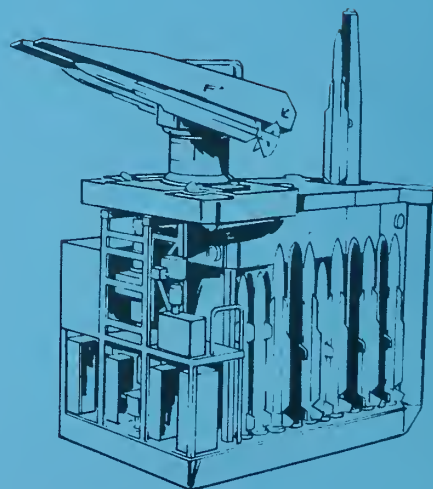


what makes it tick



**MK-90 and MK-91
Guidance Illumination
Radars**
Illuminate targets for
homing by missiles.

AN/SPY-1 Radar
Electronically scanned.
Detects and tracks
multiple targets and
guides interceptor
missiles
simultaneously.



MK-26 Launcher
Digitally controlled. Launches
both anti-air, anti-surface
and anti-submarine weapons.



RIM-66C/SM-2 Missile
An evolution of the
already operational
Standard Missile.



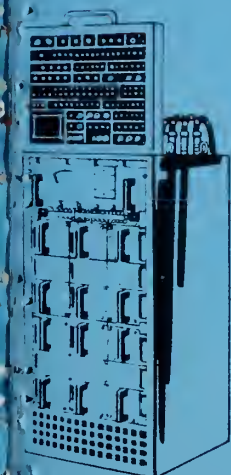
The missile is then launched and guided close enough to the target so that the warhead will destroy it.

If even that complicated procedure seems reasonable, consider the confusion of a massive, coordinated all-at-once attack from several altitudes and directions by missiles traveling at supersonic speeds. Anti-air warfare has had to come a long way from the days of the Mark 1, Mod 0 eyeball.

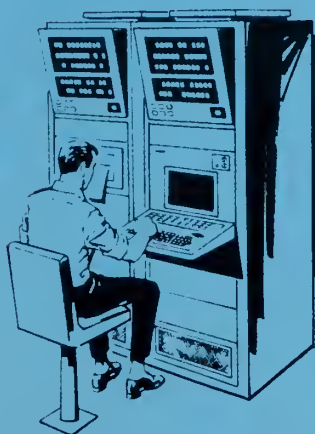
The Navy thinks *Aegis* is equal to the task. Why? Because it can perform the several functions just covered automatically, superfast and in the most challenging of circumstances. The technical aspects of *Aegis* are sophisticated but, basically, the system uses a computer-controlled radar and fire control system to provide wavetop-to-stratosphere, split-second defense against aircraft, missiles and even ships.

At the heart of *Aegis* is a unique new radar called the AN/SPY-1A Radar. AN/SPY-1A is a jack-of-all-trades. It scans the skies for possible targets. It tracks all in

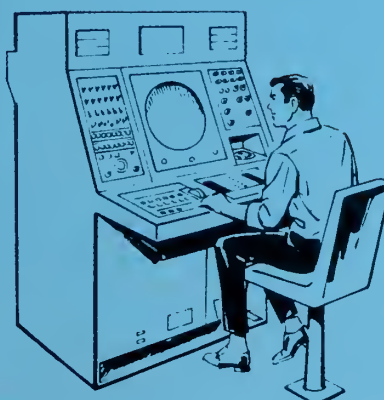
Above: AN/UYA-4 computer-controlled console.



AN/UYK-7 Computers
Standard-computer for automatic control of system operation.



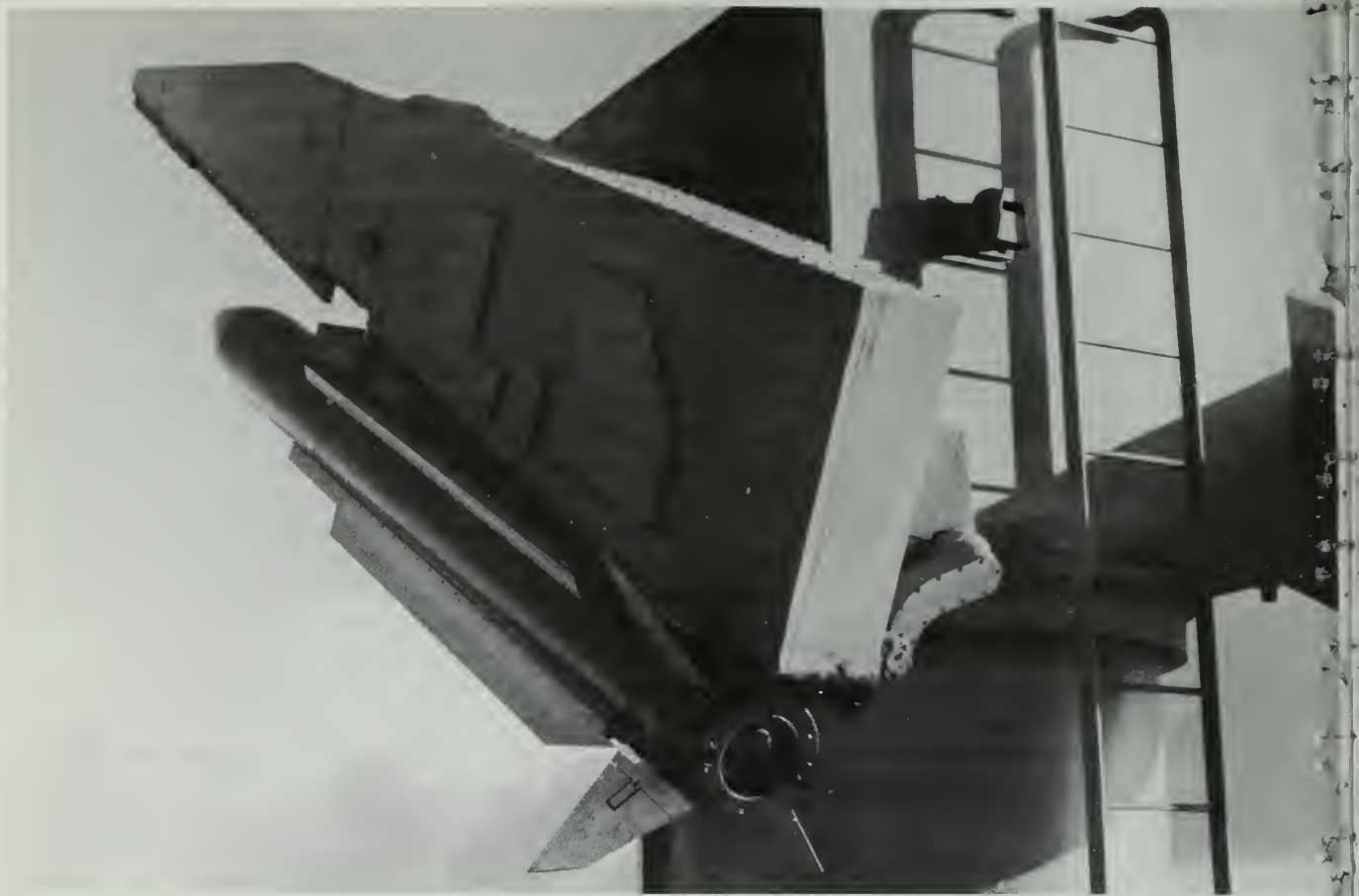
MK-545 Operational Readiness Test System (ORTS)
Diagnoses availability of overall system to promote high operational readiness.



AN/UYA-4 Displays
Instant, comprehensive display of threat situation for command decision.



Integrated Logistics System
Minimizes cost over life cycle while achieving the required degree of operational readiness.



its field of view. It neutralizes attempts to jam the system electronically. And it transmits command guidance orders to *Aegis* missiles. Incredibly, it does all these things at the same time!

AN/SPY-1A "talks," by computer, with another system, the Guidance Illumination Radar. These "illuminators" follow the incoming target and bounce radar energy against it. Thus illuminated, *Aegis* missiles can home in on the reflections in the same way a moth is attracted to a light bulb. The illumination radar "sets up the pins" and AN/SPY-1A tells the missiles how to "bowl them over."

All this would be impossible without modern, high-speed computers. *Aegis* uses three: one for AN/SPY-1A control; another for weapons control; and a third for "command and decision." Many manual functions are unnecessary because of the

computers—permitting *Aegis* its speed of operation. But the captain and his weapons team exercise final control of *Aegis* throughout the operation, monitoring the situation instantly over visual displays that show the threat situation.

Aegis' knockout punch is provided by the Standard Missile-2, an improved "next generation" version of the *Standard* Missile-1, which is currently operational. The missile is fired from the Mark 26 launcher. After firing, the MK26 transfers another missile onto the launcher rail almost instantaneously. The *Standard* missile is not only effective against enemy aircraft and missiles, but can be used against ships as well.

How does *Aegis* handle a massive coordinated attack? It is done by coordinating or "integrating" ship and task force defense. *Aegis* is no introvert. It is capable of ex-

changing data with other sensor and weapons systems on the ship, or with other ships and aircraft. Thus, *Aegis* can coordinate its own operations with other air defense systems such as the currently operational *Tartar*, *Terrier* and *Talos* missile systems. This gives a fleet equipped with *Aegis* a total capability that exceeds the sum of its individual parts.

Aegis will be a highly capable defense system that will serve the fleet of the near future. As such, it should give pause to any potential enemy contemplating an offensive strike at sea. ⚓



Far left: Aegis Weapon System structural test aboard USS Norton Sound (AVM 1).
Left: Guidance radar illuminates targets for homing by missiles.

aegis: wear it in health

With the possible exception of Sir Walter Raleigh's mud-drenched cloak laid at the feet of Queen Elizabeth I, the Aegis is the most famous item of wearing apparel ever tailored. Ancient Greek literature, particularly Homer's *Iliad* and *Odyssey*, tells us that Zeus gave the Aegis—a goatskin covering—to his favorite daughter Athena after he had endowed it with superhuman protective powers. Athena made the garment part of her everyday

garb and by its powers was virtually invulnerable in the face of her enemies.

The protective shield was, on occasion, lent to Apollo to panic his Achaean foes, and to Achilles for use as a buckler. If death was an inevitable part of the plans of the gods, the Aegis was sometimes draped about the slain soldier, as in the case of Hector, to protect the body from mutilation at the hands of the enemy.

Bearings

Every Kid's Dream



Photo by JO3 Gary Smith.

Every kid, at one time or other, has wanted to be like Roy Rogers, Fireman Freddie or Popeye the Sailor. But how many have had the opportunity to realize even one—much less two of their childhood dreams?

Hospital Corpsman 2nd Class Robert W. Johnson has. He's a sailor (although not in the tradition of Popeye) and he's also a fireman (minus the Dalmatian).

When ship's work is done, Johnson changes hats and continues his day as a Jacksonville, Fla. volunteer fireman. From his home on the outskirts of Jacksonville, he says he answers about 25 fire calls a month.

"It's something I enjoy," he says. "Of course the primary concern of

the department is to prevent injuries and save lives. That's where my medical training has proved an invaluable asset."

In addition to his normal workload as leading petty officer of the USS *Kalamazoo* (AOR 6) medical department, the corpsman is required to attend two hours of firefighting school a week. The extra devotion to the jobs he's undertaken has not gone unrecognized—he was recently selected as *Kalamazoo's* first "sailor-of-the-month."

When he retires from the Navy, Johnson plans on a firefighting career. When he starts fighting fires regularly he may have time to work on becoming—maybe a cowboy—who knows?

Digger

CWO2 Bob Clark collects shark teeth but doesn't worry about being chewed in half doing it.

Clark also manages to stay high and dry. He conducts his searches—in the San Joaquin Valley, a 20-million-year-old burial ground for sharks and other sea life.

He's been an avid digger since his cub scout days. As a matter of fact, his first date with his wife was at a digging site. During his recent tour in Bahrain, his entire family became used to the idea of sudden stops in the desert to dig and sift through the sand. Even his children are becoming proficient at unearthing bones and teeth.

Besides teeth, his collection includes a wide array of colorful glass beads, old bracelets and ancient coins.

But Clark wants, most of all, to find the ever-elusive, six-inch shark's tooth—in perfect condition.



USS Virginia

As most any schoolchild can tell you, the Commonwealth of Virginia is called Mother of Presidents because so many of her favorite sons have called the White House "home." Since the nuclear-powered guided missile cruiser USS *Virginia* (CGN 38), commissioned September 11, is the eighth ship to bear her name, the state may well qualify as Mother of Navy Ships as well.

Five of the previous *Virginias* were ships of the fleet dating back to 1777. The other two were Confederate States Ships, the most famous being the ironclad CSS *Virginia* (originally *Merrimack*) which battled the Union ironclad *Monitor* in the 1860s.

USS *Virginia* outshines all predecessors in fire power, speed and range. Capable of speeds in excess of 30 knots and containing enough fuel for 10 years of continuous

operations, *Virginia's* armament equips her to take the offensive in the presence of air, surface or sub-surface threats.

Her weapons delivery systems include two guided missile launchers with antisubmarine rocket (*Asroc*) capability; two 5"/54-caliber, lightweight gun mounts; two 3-barrel torpedo launchers; and a light airborne multipurpose system (LAMPS) helicopter. Additionally, she boasts long-range surface/air search and fire control sensors and a new long-range sonar system.

Carrying a crew of 28 officers and 459 enlisted men, the Navy's newest nuclear-powered ship is capable of operating independently or with nuclear or conventionally powered strike forces.

USS *Virginia* is the first of her class and will no doubt be remembered, in the tradition of her namesakes.

Newport News Shipbuilding and Dry Dock Co. photo



Buzzy Afternoon



Photo by TD3 John Laski.

What began as a routine picnic turned into a "B-z-z-z-y" Sunday afternoon for Lieutenant James Grace and his wife, Pat, of the Melville Navy housing area, Newport, R.I.

Within a matter of seconds, a swarm of bees surrounded the Graces and their neighbors' children.

"At first I thought they were locusts," said Mrs. Grace. "They formed a group and took over our hammock." Later, the bees reclustered in a nearby tree.

The base fire department was called but their efforts proved futile as the bees were determined to stay. It was decided that bee expertise was needed.

Enter Chief Aviation Antisubmarine Warfare Technician Jack "Buz" Greene, an apiarist (a beekeeper). With Greene's help, the bees moved into a new home, and the Graces had their peaceful backyard restored. Chief Greene's bonus was some extra bread—and honey to go along with it.

They tell you where to go



Tower personnel from left: AC3 Rita Neis, AC2 Kris Scudder, LT Sherry Robinson, AC3 Susan Hanna, and AC2 Gayle Broome. (Photo by PH3 Harry Hillstrom)

There's a group of women at NAS, Pensacola, Fla., who will tell you exactly where to go—if you're a Navy pilot, that is.

Seven Navy women—one officer and six enlisted—can be found on any given day manning (womaning?) the air traffic control facility there. Although women have been working as air controlmen since World War II, a female voice delivering landing and takeoff instructions still manages to catch some pilots by surprise.

AC3 Conlee Steenberg, who works in the radar room, had one man tell her, "Any woman who

takes care of her fingernails can't be a good air controlman."

"We had to convince them," said AC3 Rita Neis. And convince them they did. AC2 Kris Scudder remembers one time when Steenberg was guiding a student pilot by radar. Scudder got the handoff for visual approach.

Suddenly the student's quivering voice asked, "Aren't there any men there? Are the women taking over?"

"You bet they are," she said and proceeded to guide the pilot.

She also remembers asking an approaching visiting pilot for a

"proposal," an air control term for his estimated time of departure (ETD). "He answered with, 'Will you marry me?'"

"Now, to avoid embarrassment, I make it a point to ask them for their ETD," she said.

At NAS Pensacola where all Navy and Marine Corps pilots receive their basic flight training, it's definitely the women who are in control. Besides, it must be comforting for the sometimes nervous student pilot to hear a soothing feminine voice announce, "You're cleared for landing on runway four and looking fine."

Swimming Champ

Lieutenant Frederick Schlicher of VP-23, won his fifth gold medal by defeating such swimming greats as former Olympic Gold Medalist Carl Robie and two-time World Record Holder Ken Walsh at the 1976 National AAU Master's Swimming Championships.

During the week-long competition at Mission Viejo, Calif., Schlicher won the 100-, 200- and 500-yard freestyle, the 100-yard butterfly and 200-yard individual medley. He was also named to the AAU All-American Swimming Team for the third consecutive year.

Schlicher, a former three-time All-American at Southern Methodist University, also won the 1976 National AAU Master's Outdoor Swimming Championships at St. Louis, Mo., and the New England Regional Master's Championship at Brown University, Providence, R.I., where he set two outdoor national records.

The championship swimmer presently holds 11 indoor national swimming records and three outdoor national titles.



Schlicher shows the four gold medals he won earlier.

Charlie



When USS *Lexington* (CVT 16) gets underway she is escorted seaward by Charlie and when the ship returns Charlie is there to welcome her home.

Charlie, a bull sea lion, is the adopted mascot of the 1200 crewmembers homeported at Pensacola, Fla. He was discovered in the summer of 1970, just a yearling pup from the Gulfarium at Fort Walton Beach. Since then, Charlie has been living in the waters off Alaghenny Pier where *Lexington* berths at the Naval Air Station.

Benny Sugg

Data Processing Technician First Class William H. Quigley, Jr., had a good idea awhile back. The people who run the Navy Beneficial Suggestion Program thought it was a good idea, anyway. It saved the Navy about \$60,000 and earned Quigley a \$1000 bonus.

The *John F. Kennedy* (CV 67) sailor realized there was a problem with a computer readout system link between the Tactical Support Center and the S-3A *Viking* ASW aircraft—it didn't give a quick, complete postflight analysis of the plane's mission.

"We needed a way to put the

computer symbols into plain English," he said.

After more than a year of trial and error, he finally perfected a program, analyzed the end product and submitted it as a beneficial suggestion.

The resulting printout encompasses all the required postflight reconstruction data including the kind of contacts made, crew activity and other operational events aboard an aircraft during a mission. As a result of his ingenuity, Quigley's program system has been recommended for use aboard each of the 12 aircraft carriers with similar requirements.

If you've got a notion how to do it faster, cheaper or better, put it in writing. Under the "Benny Suggs" program, sailors can make money for suggestions, inventions or scientific ideas which contribute to the economy or efficiency of government operations.

The cash award amounts are relative to the value of the suggestion—if you're interested, check out Secretary of the Navy Instruction 1650 series.



"You mean to say this isn't a dependents' cruise?"



Looking at today's subs
through the
misty eyes of
yesteryear

Story and Photos by JO1 (SS)
Pete Sundberg

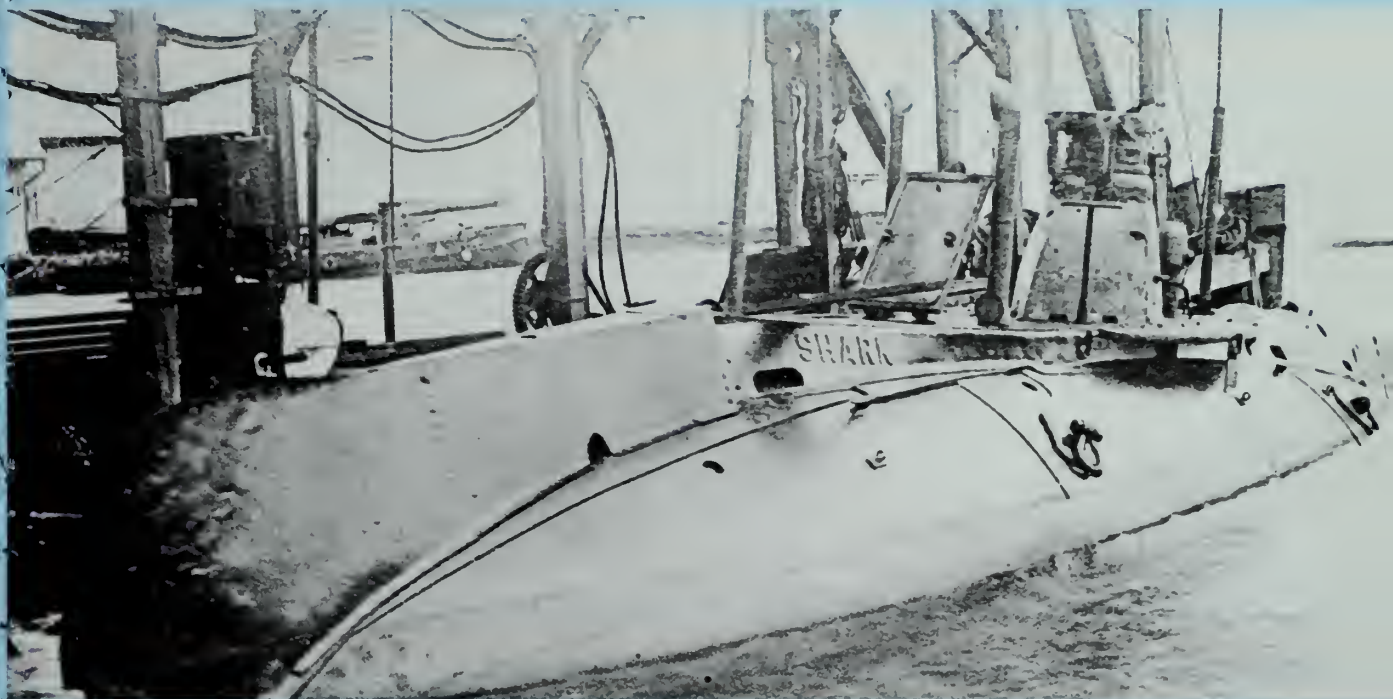
Sixty-eight years have passed since Willard R. Clewell was a 19-year-old sailor in the Navy's fledgling submarine force. Possibly the oldest living submariner in the U.S., he recently made his first visit to the submarine capital of the world at Groton, Conn.

As he sat in the cramped control

Dale (DD 4), pulled into Cavite in the Philippines, for liberty and much-needed repairs. The Navy's fledgling submarine force (always short of men) happened to be operating from Cavite.

While in port, Clewell met an officer from *USS Shark* (SS8), who happened to need a mechanic. Clewell was a mechanic and, soon after meeting the officer, was

"...thought they were something dreamed up by Jules Verne"



center of the attack submarine *USS Richard B. Russell* (SSN 687), the 87-year-old retired chief machinist's mate reminisced about those early days.

In 1908 when Clewell enlisted, the submarine service consisted of four small undersea craft.

"I heard there were subs somewhere, but I had never seen one, knew little of them and quite frankly thought they were something dreamed up by Jules Verne," says Clewell. "I never thought I'd ever see one, much less serve in one."

Clewell's submarine adventures began in a rather unconventional manner. His ship, the destroyer

ordered to duty aboard *Shark*. It was as simple as that.

"They didn't ask me if I wanted to go aboard that contraption," he said. "I was just sent over there." He learned later that submarine duty was supposed to be voluntary.

Shark had been commissioned in 1903, only three years after the Navy's first submarine, *USS Holland* (SS1), went into service. *Shark*, flagship of the four-boat squadron homeported in Cavite, was 63 feet, 10 inches long and 11 feet, 11 inches wide.

A 1934 newspaper account of *Shark* called her a deathtrap due to lack of safety features.

"Well, she never leaked so I

USS Shark moored at Cavite, Philippines, 1908.

didn't worry," says Clewell.

Unlike today's *Russell*, there were no modern conveniences on the *Shark* for her 11-man crew. No bunks, no cooking facilities and no head. Clewell, the only machinist aboard, had sole responsibility for the propulsion plant—a gasoline engine.

"At night, since we had no bunks, we'd sleep on deck with a monkey wrench wrapped in a rag for a pillow. Most of the time we couldn't sleep because that rock-crusher of an engine made such a hell of a racket," explained Clewell.

In addition to his basic pay, the

no bunks, no cooking facilities,

young submariner earned an extra \$5 a month for submarine duty plus \$1 a dive up to 15 dives.

"It was pretty good living back then," says Clewell. "And we always made sure we got those 15 dives." The crew got those 15 dives by going from island to island giving diving demonstrations to the local residents.

"We'd put on a regular show for the people. They'd never seen a sub and would shout 'muchas grande pesca,' very big fish."

Clewell discovered how small his "fish" actually was when he toured the modern *Russell*.

"I can't find words to describe what I saw in that submarine," he said. "You really have to know what you're doing to operate that boat. Back in my day, it was mostly trial and error. There's no room for that now."

The first submarine escape was from *Shark*. "A midshipman by the name of Deam swam out of the torpedo tube," explained Clewell.

Deam made the historic escape from a depth of about 20 feet. Today's prospective submariners must successfully escape from 50 feet before being graduated from Submarine School.



Above: 19-year-old Willard R. Clewell, standing, second from right, with USS *Shark* crewmembers.

Right: Lieutenant Jay Walker, weapons officer of USS *Richard B. Russell* (SSN 687), conducts a tour of the sub.



“Getting to the surface is the main idea...”

But submarine escapes haven't changed all that much since the days of *Shark* as Clewell discovered when he toured the Subase Diving Tank.

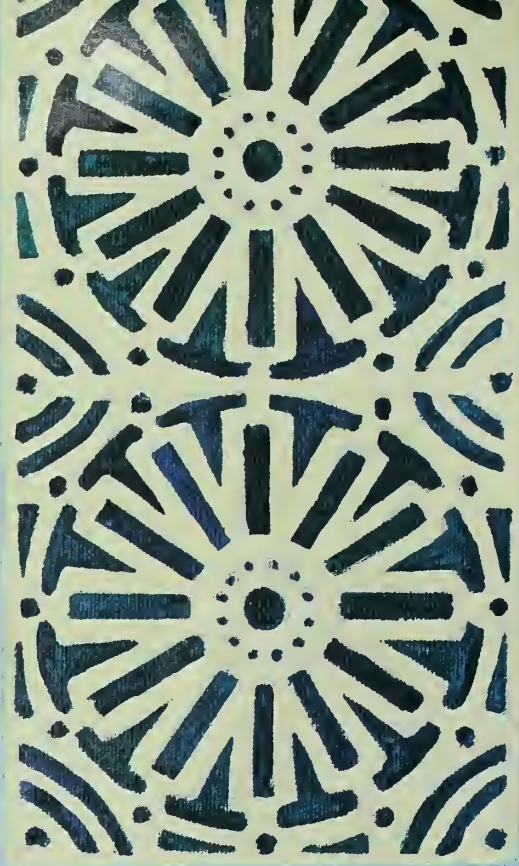
“Getting to the surface is the main idea. That hasn't changed,” he said. “We'd have to slowly swim up, but all these young fellows have to do now is put on an inflatable jacket, step out an escape hatch and shoot to the surface at 425 feet per minute. Not only that, but they wear a hood over their head that allows them to breathe on the way up.”

The last stop on Clewell's tour was the submarine base museum. Models, pictures, plaques and sub-

marine memorabilia decorate the museum. Clewell saw how the submarine evolved over the years.

“The basic concept hasn't changed but the technology certainly has,” he said.

As he walked through the museum, the old man suddenly stopped and pointed to an old photo. He was speechless for a moment. For there, in a glass-enclosed case was a picture of *Shark*—with young Willard R. Clewell standing on the main deck.



القصة

VISIT TO
TANGIER



SOUTH CAROLINA/NIMITZ

Children's voices followed the visitors through Tangier's winding, narrow streets. "Americain, Americain," they shouted. Curious Moroccans stopped the visitors time after time and asked the same question: "Are you from the big ship with the planes on it?"

The "Americains" were, indeed, from the big ship with the planes on it. Anchored off the coast of this northern Moroccan city were America's newest aircraft carrier, USS *Nimitz* (CVN 68) and the nuclear-powered cruiser USS *South Carolina* (CGN 37).

The visit of *Nimitz* and *South Carolina* marked a number of "firsts" — first visit of a nuclear-powered ship to Tangier and the first port call by *Nimitz* on her maiden Mediterranean deployment. But for the average Navyman and local Moroccan citizen, the significance of the visit was lasting memories of brief encounters with another culture far removed.

From the liberty boat making its way to the fleet landing, the U.S. sailors saw an altogether unfamiliar view; prominent minarets and domed mosques dominated the skyline. Ashore, they found a Moslem city that contrasts, yet coexists with the modern trappings of an international port.

Contrasts and counterpoints dominated the scene.

Moroccans in colorful, flowing robes, miniskirted tourists, veiled Moroccan women scurrying along the narrow, cobbled paths of the Casbah, sailors clicking cameras, the blare of rock music from a nearby bar, the wail-like chant of the Moslem holy men calling the faithful to prayer.

During the ships' three-day stay, sailors toured Tangier and its en-





visions in buses which departed from fleet landing. A well-known hotel catered a Moroccan night—complete with bellydancers, a Moroccan folk music group and offerings of “harira” soup and “couscous,” the national dish. Another group of sailors ate a Moroccan meal under tents while watching an exhibition of riding skills by Berber horsemen. For the daring, there was a chance to don Moroccan regalia and pose for photos as they rode (or tried to ride) camels, the ships of the desert.

Some sailors preferred a more sedentary approach to studying the local culture. The many sidewalk

cafes dotting the main thoroughfares of the city offered a vantage point. Here, the panoramic scenes of the city unfolded for the visitors while comfortably seated.

Turbaned hawkers of trinkets paraded; money changers shouted their rates—eager to change American dollars to dirhams. Occasionally, a Berber tribesman leading a horse passed by, skillfully dodging the tiny, speeding European cars.

The curious walked through the fabled Casbah to join the mainstream of Moroccan life. A former fortified city overlooking the Bay of Tangier, the Casbah is still the old Arab residential quarter of the city.

Sailors walked along its narrow, winding, up-and-down maze of passageways. It was an easy place to get lost and many U.S. Navymen, without compass or guide, spent hours lost and disoriented within those alleys.

Also within the Casbah is the former Palace of the Sultan, now a national museum. It is a classic display of Moorish architecture and handicrafts. Walking through the palace, one could easily conjure visions of movie sets for *Arabian Nights*. But this one could have been the original setting.

The medina, shopping center of Tangier, is lined with bazaars and shops that attracted sailors to bargain on handicrafts, tapestries, leather items, engraved daggers and many other items.

Here the art of bargaining and haggling is practiced daily, and the crews of *Nimitz* and *South Carolina* matched wits with skilled merchants.

From vantage points throughout the city, the people of Tangier flocked to get a view of the American ships in port. Guest tours of the ships provided many Moroccans a closer view of these during the three days *Nimitz* and *South Carolina* remained in port.

When the visit was ended, U.S. Ambassador to Morocco Robert Anderson joined Admiral James L. Holloway III, Chief of Naval Operations, in declaring the visit a success. For the sailors of *Nimitz* and *South Carolina*, success was measured in unforgettable encounters, scenes and events—and perhaps a seasick ride on a camel. ↓

Mail Buoy

Proper Uniform

SIR: I thoroughly enjoyed the first half of Taffrail Talk in the July 1976 issue, but I think you blew the mission in the second half by printing the picture of J01 Tom Jansing in civilian clothes. I have been wearing my uniform for 25 years and it chaps my okole' to see sailors on

the job wearing civilian clothes in pictures appearing in official publications.—DTCS D. A. J.

• *Your point is well taken.*

There was no intent to slight or downgrade the uniform.—Ed

Army-Navy Game

SIR: Taffrail Talk in the February 1976 issue related an incident of great personal interest to me. It seems that an 85-year-old retired chief was notified that he was actually a lieutenant (jg) in the retired ranks since he had held a commission in another branch of the service before retirement.

I also served on active duty with the Army both as a chief warrant officer and first lieutenant before "going Navy." Additionally, I was a captain in the Army Reserves for 10 years. Now I am on temporary active duty as a chief gunner's mate, but my retirement will be as a Reservist since I have insufficient active duty time for a regular retirement. Currently, I have 23 "good" Reserve retirement years and am considering retiring in the near future.

Kindly advise if I can be retired in the Naval Reserve as a lieutenant by virtue of my having held O-3 rank in the Army.—GMGC J. L. H.

• *The law, 10 U.S.C. 1374, provides for transfer to the retired list in the highest permanent or temporary rank or rate in which service was satisfactory in any branch of the Armed Forces.—Ed*

Seabee Coverage

SIR: I have been in the Seabees for three-and-one-half years and every time I read ALL HANDS I can't help wondering why it always covers only the Fleet and not the Seabees.—BUCN M. P.

• *We did a spread on NMCB 10's "Return from Diego Garcia" in the July 1975 issue. We continue to do features on the Seabees such as "CAT Team" in the September 1976 issue. We are always interested in receiving input from Seabee units describing their current projects.—Ed*

Line Officer's Star

SIR: Your column entitled "For the Navy Buff" (June 1976) was excellent. Please make it a regular feature. As part of my contribution to your effort, I remember reading many years ago in ALL HANDS that the reason the line officer's star points down is as follows:

The star worn by the line officer above his rank stripes is not a mark of rank itself, whereas the star displayed by an admiral on his flag, etc., is a mark of rank. Therefore, in order to display a difference between a line officer's insignia and a flag officer's rank device, the line officer's star points down in a direction opposite the flag's star. Am I correct?—LCDR J. A. H.

• *We have been informed that there is no information available in the files of the Navy Uniform Board (other than the ALL HANDS article in the June 1976 issue) which indicates the origin of the line officer's star and why it is placed on the sleeve with a single point down. Sorry we can't help but maybe someone out there has the straight scoop.*—Ed

Fleet Reserve

SIR: I become eligible for transfer to the Fleet Reserve July 1977. Currently I am on shore duty and scheduled for transfer November 1976. I know that I am required to serve a minimum of one year at my new duty station, but I have been told that the year begins as of the day I report aboard and not my day of transfer.

Could you please set me straight on this matter?—ABFC V. H.

• *A member must complete a minimum of one year on board the current duty station before transfer to the Fleet Reserve. The one-year requirement is computed from the date the member reports on board his new duty station and not the date he is transferred from his previous duty station.*—Ed

Early Takeoffs

SIR: I know in the early days of Navy aviation Navy ships were rigged with platforms to enable

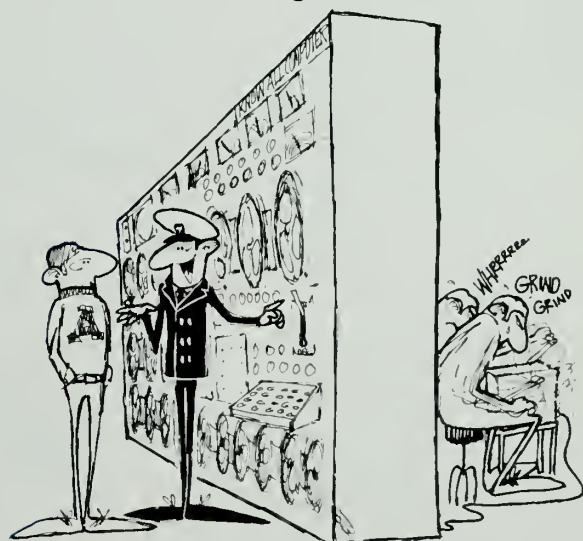
aircraft to take off and land on other than aircraft carriers. Has this ever been tried in recent times?—AT3 W. T. B.

• *As an item for your "ever-heard-of" collection—ever hear of the LST that was an aircraft carrier? The records show that USS LST 525 actually did serve as an aircraft carrier during World War II. Fitted with plywood flight decks, she carried 10 Piper Cubs and their Army pilots and operated off the west coast of France in 1945.*—Ed

Displacement

SIR: Please settle a dispute for me. One of my shipmates claims the word "tonnage" originally was used to show how many barrels of flour a ship was capable of carrying. I say it has always referred to a ship's displacement in the water or the gross pounds of cargo it was capable of carrying. Who is correct?—BM2 J. P. L.

• *In a way, you're both wrong. According to our Naval History department, tonnage was originally spelled "tunnage" and referred to the number of "tuns" a ship could carry. A "tun" was a barrel normally used for transporting wine—not flour—and tunnage specified the number of barrels that would fit into the ship's hold.*—Ed



"Why, yes . . . of course our computers depend on people-generated input . . ."



Information Exchange



Q. *Can I get any help from Navy legal officers to ensure that my personal legal affairs are in order?*

A. That's one of the jobs of Navy Legal Service Offices which are available worldwide. Legal Assistance Officers can provide a number of services including legal advice, preparation of legal correspondence, negotiation of legal matters and, in limited cases, legal representation. As for your personal affairs, under the Navy Legal Checkup Program a review is made of your legal situation to determine any potential problems. This involves filling out a Legal Affairs Questionnaire and consulting with a Navy Legal Officer. The checkup is recommended on an annual basis. See your legal officer for details.

Q. *Whatever became of USAFI, the program where you could get college credit by taking a test?*

A. It was canceled, but a new program, called DAN-
TES, is now serving the same function. DAN-
TES stands for Defense Activity for Non-Traditional Ed-
ucational Education Support. DAN-
TES sponsors three
major credit-by-examination programs: the College
Level Examination Program (CLEP); the DAN-
TES Subject Standardized Tests (DSST); and the General
Education Development Exams (GED). GED is pro-
vided at overseas locations only. DAN-
TES also pub-
lishes a catalog containing over 10,000 independent
study courses in all levels and areas of education. You
can enroll in any one by filling out DD Form 2004.
For information, see your command's education officer
or Navy Campus for Achievement advisor.

Q. *Do ships of the Military Sealift Command partic-
ipate in Navy fleet operations? Are Navymen assigned
to MSC ships?*

A. The Military Sealift Command is very much a
part of the Navy and takes part in fleet exercises on a
regular basis. In fact, MSC has status as a Navy fleet
and the commander, a Navy rear admiral, answers di-
rectly to CNO. Seventeen MSC ships currently support
the fleet—eight oilers, four tugs, a stores ship and four
ballistic missile resupply ships. In all, MSC owns or
controls about 100 ships with missions that include
sealift in support of military forces, peacetime delivery
of military sea cargo, and support of oceanographic
and research efforts. Although most MSC ships are

manned largely by civil service mariners, the oilers,
tugs and stores ship have Navy detachments on board.

Q. *I've heard that the Navy has a program through
which an individual can obtain an exchange of duty
with another person of the same paygrade and specialty.
How does it work and what is it called?*

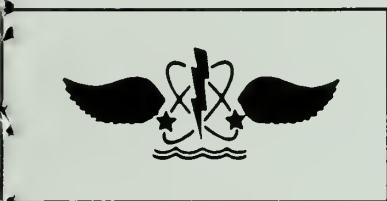
A. You're referring to the SWAPS Program, a no-
cost-to-the-government method by which a Navy mem-
ber is able to exchange duty stations with another
willing member. It's especially appealing to first-term-
ers on sea duty who have no other rotation plan. Un-
der the program's provisions, a Navy man or woman
can find his own swap and submit a request, via the
CO, to Chief of Naval Personnel; or a Navy member
can ask Chief of Naval Personnel to find another in-
dividual whose request complements his own. There
are, however, several requisites for eligibility. They
are: a minimum of nine months aboard present com-
mand before submitting request and at least 12 months
remaining before PRD; an individual must not have re-
ceived orders; non-career-designated persons must have
enough obligated service remaining to serve a mini-
mum of 12 months at the receiving command; an in-
dividual must have no record of repeated disciplinary
offenses and no evaluation mark below 3.0 for the past
24 months (none below Good Upper Half for E-5/6
or below Bottom 50 per cent for E-7/8/9); and must
be willing to accept no-cost orders. Other require-
ments are outlined in the Enlisted Transfer Manual
(NavPers 15909B), Chapter 16.01.

Q. *Are any plans afoot to prepare Unrestricted Line
junior women officers for division officer and/or de-
partment head assignments?*

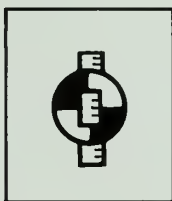
A. BuPers is fostering a program aimed at pro-
viding leadership and management training (LMT)
for women officers over and above that received at
OCS or NROTC. This program will provide most
junior women officers with LMT after their initial
tours at one of the two-week courses offered at Little
Creek and Coronado. When possible, BuPers will
order women officers to their new duty stations via one
of the LMT schools. In addition, commands are being
encouraged to send women officers not so ordered by
BuPers to the LMT courses whenever possible. ⚓

Stern Shots

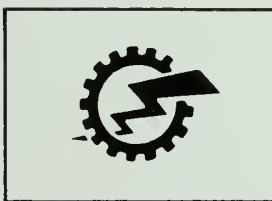
"Stern Shots" is a new feature for *All Hands*. A quiz on various aspects of the Navy, designed to test your knowledge of the sea service, it will appear on the inside back cover regularly. Answers to the quiz can be found on the inside front cover, beneath the credits. The *All Hands* staff wants to hear your ideas for future "Stern Shots" topics. Write: Editor, *All Hands* Magazine, Navy Internal Relations Activity, Print Media Division, Crystal Plaza No. Six, Room 1044, Washington, D.C. 20360.



a



b

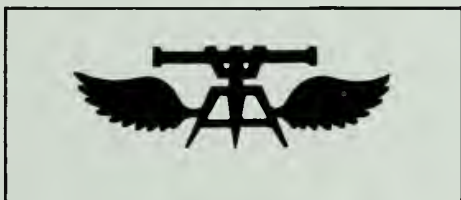


c

Each of the insignia shown represents an occupation in today's modern Navy. See if you can match all of them by placing the appropriate letter for the rating badges next to the rates listed below.



d



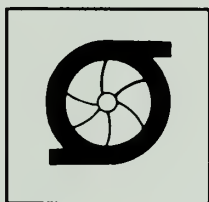
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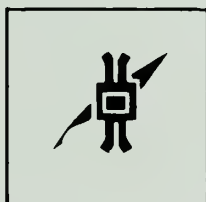
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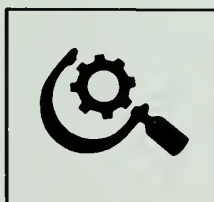
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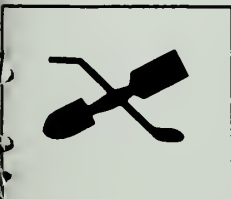
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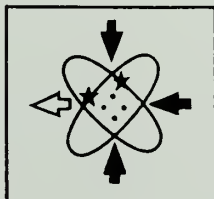
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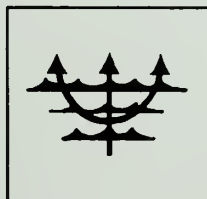
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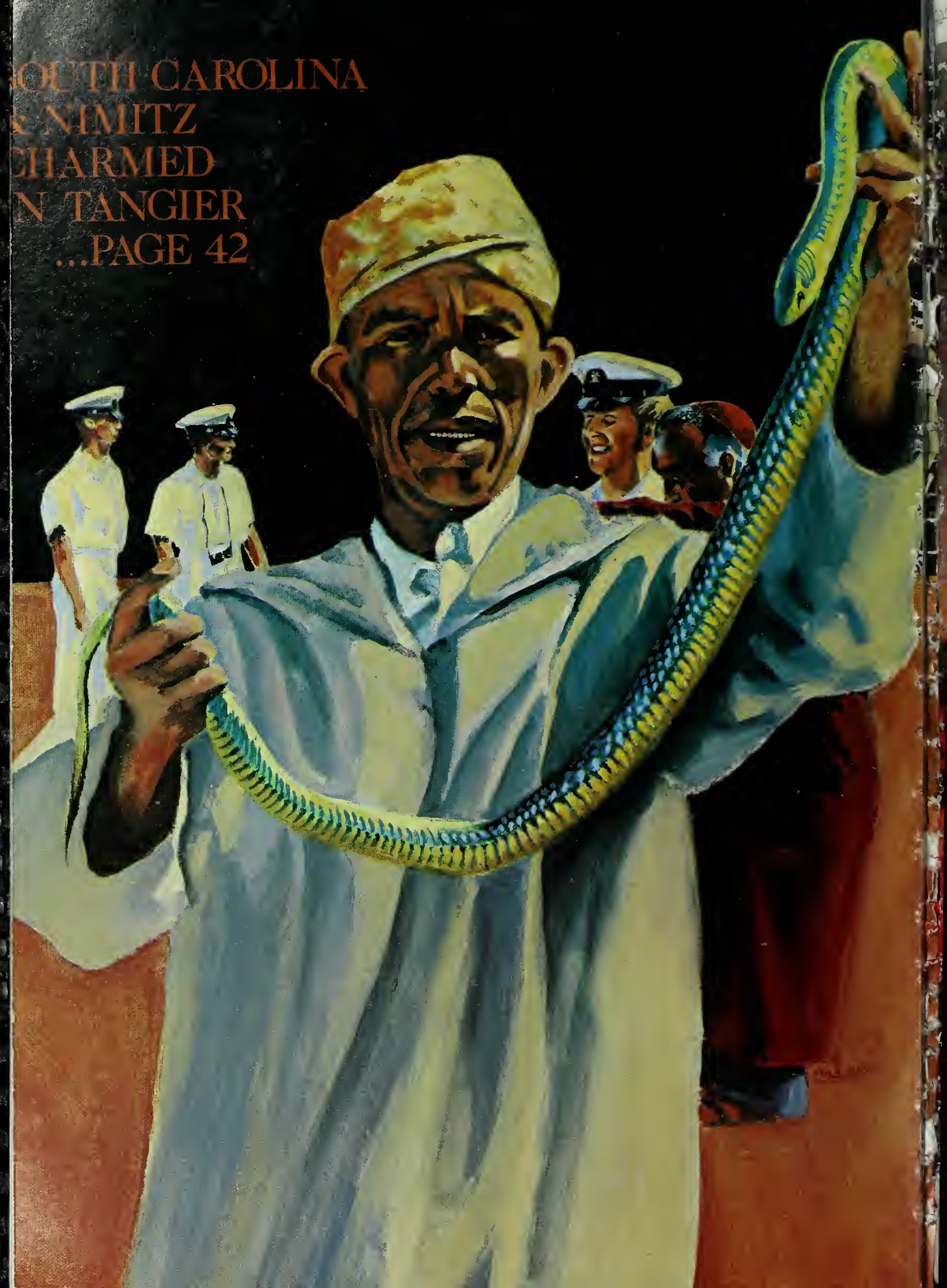


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- _____ 1. Legalman (LN).
- _____ 2. Missile Technician (MT).
- _____ 3. Ocean Systems Technician (OT).
- _____ 4. Aviation Antisubmarine Warfare Operator (AW).
- _____ 5. Data Systems Technician (DS).
- _____ 6. Engineering Aid (EA).
- _____ 7. Machinery Repairman (MR).
- _____ 8. Aviation Fire Control Technician (AQ).
- _____ 9. Gas Turbine System Technician (GS).
- _____ 10. Utilitiesman (UT).
- _____ 11. Navy Counselor (NC).
- _____ 12. Trademan (TD).
- _____ 13. Molder (ML).
- _____ 14. Opticalman (OM).

Answers inside front cover.

SOUTH CAROLINA
& NIMITZ
CHARMED
N TANGIER
...PAGE 42



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ALL HANDS



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DECEMBER 1976



Photo by PH1 R. W. Beno

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Answers to quiz on page 48: 1. Round Seizing; 2. Double Blackwall; 3. French Bowline; 4. Wall; 5. Belaying; 6. Masthead; 7. Marling; 8. Surgeon; 9. Man-Harness; 10. Back Splice; 11. Anchor Bend; 12. Packer's.

ALL HANDS

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DECEMBER 1976
NUMBER 719

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Currents

Long Delayed

Honor Conferred on John Paul Jones. In ceremonies held in the crypt of the Naval Academy Chapel, posthumous knighthood was conferred upon John Paul Jones by the Military and Hospitaller Order of St. Lazarus of Jerusalem. King Louis XVI of France wished to confer the knighthood upon Jones in 1779 after the Battle of Flamborough Head, but could not because the Order was Roman Catholic and Jones was Presbyterian. Today, however, the order is ecumenical; the knighthood was bestowed by the order in marking the American Bicentennial.

Military Per Diem

Rates Increased. The Secretaries of the Uniformed Services and the Assistant Secretary of Defense have approved an increase in military per diem rates in the continental United States, and for travel from the U.S. to overseas areas. The rates were increased from \$33 to \$35. Per diem rates for high cost areas have also been proportionately increased. Also, Philadelphia, Penn., and Newark, N.J., have been added to the list of high cost areas. Per diem is a sum paid to personnel on military orders to cover personal expenses. Detailed information is contained in AINav 076/76.

San Diego

NASAP Underway. San Diego began operation of its Navy Alcohol Safety Action Program (NASAP) recently with classes designed to help alcohol abusers before their abuse progresses to a state of alcoholism. It also treats those whose condition has become chronic. The San Diego program's initial efforts are being aimed at helping personnel convicted of driving while intoxicated (DWI) by the San Diego municipal courts. (See *All Hands* June '76 issue, "Combating the Evils of Demon Rum.")

Scholarships

Available For Navy Dependents. If you have children attending or about to enter college, they may be eligible to compete in the Dependents' Scholarship Program for 1977. The program, managed by the Chief of Naval Personnel, includes more than 20 scholarship programs made available by Navy-oriented clubs and associations. Scholarships are awarded on the basis of financial need, scholastic record and students' character. All material concerning the Dependents' Scholarship Program, including application forms, is available from the Chief of Naval Personnel (Pers-7311), Navy Department, Washington, D.C. 20370. Deadline for applications and school transcripts to reach BuPers (Pers-7311) is March 15, 1977.

Winners of the

1976 All-Navy Cartoon Contest. Our panel of judges in this year's All-Navy Cartoon Contest interrupted their chortling and chuckling long enough to tell us the names of this year's winning entries. Congratulations to Illustrator Draftsman Third Class Daryl J. Talbot of Fleet Intelligence Center, Norfolk. Daryl's winning entry appears on page 26 of this issue. Next month look for the second place winner by Master Chief Yeoman Gerald M. Avera and third place cartoon, also by Daryl. Honorable mentions, which will appear in succeeding issues of *All Hands*, went to DM1 Edwin E. Markham Jr., George C. Geisler, GMT1 James S. Little and EW2 Robert E. Poulk. Master Chief Avera also picked up one honorable mention.

Replenishment

Ship Roanoke Commissioned. The Navy's seventh and last Wichita-class replenishment oiler, USS Roanoke (AOR 7), was commissioned at the Long Beach Naval Shipyard, Long Beach, Calif. Roanoke is 659 feet long and displaces 37,000 tons. Ship's cargo capacity is about 150,000 barrels of fuel oil, 365 tons of ordnance and more than 360 tons of dry and refrigerated stores.

Naval District

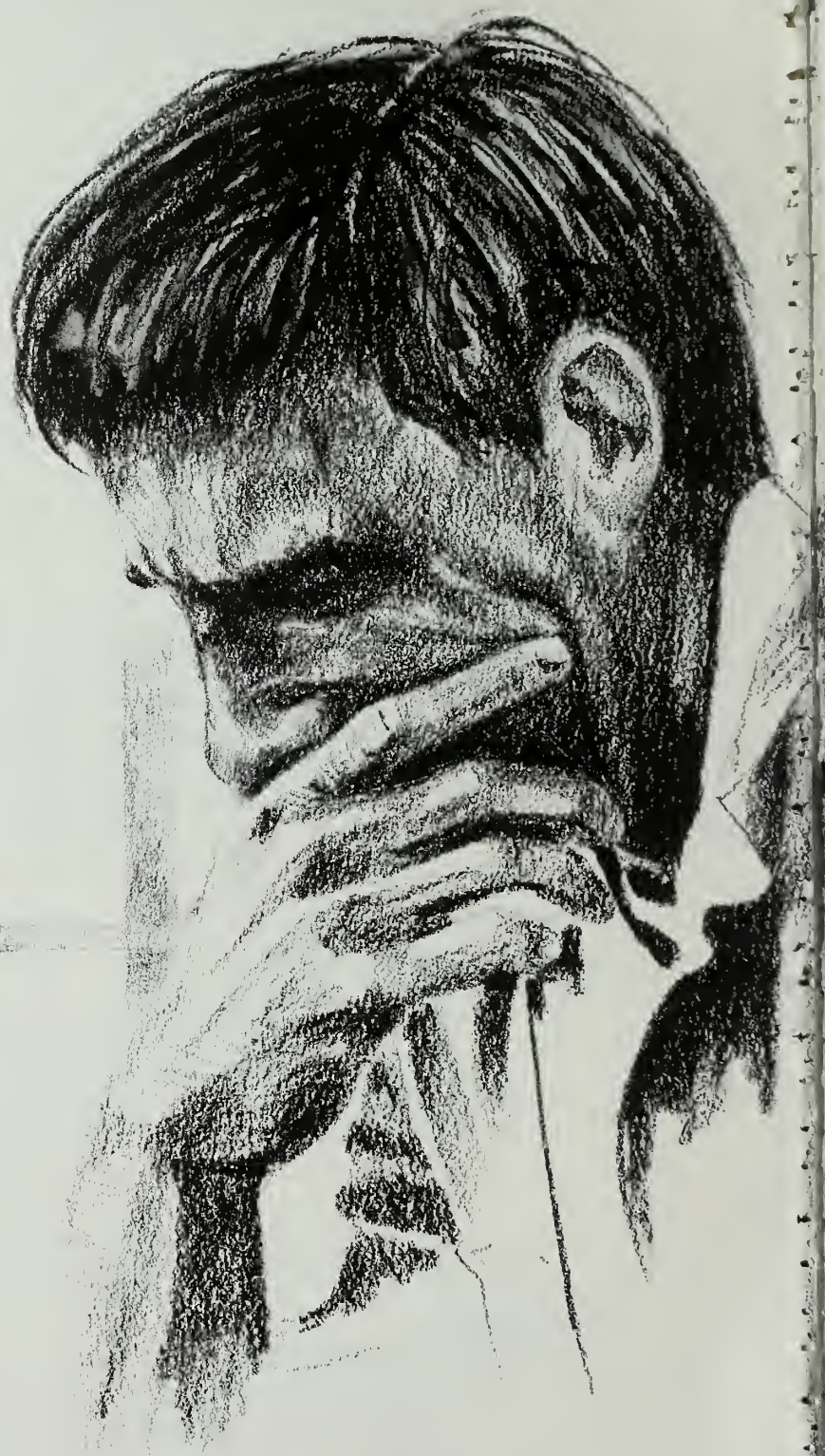
Commands to be Cut. The Navy is reducing the number of Naval District headquarters commands from the present 12, to four "primary" naval districts. Headquarters of the primary districts will be at Philadelphia, Washington, D.C., Seattle and Great Lakes, Ill. Responsibilities of the other eight district commandants will be assumed as additional duties by other commands within the shore establishment. The change is a result of legislation reducing the funds available for administration of the naval districts and is designed to streamline their management.

USS Jonas

Ingram Rescues Seven Finns in Baltic. The Finnish ambassador to Sweden conveyed the thanks of his country to USS Jonas Ingram (DD 938) for her rescue of the crew of a Finnish vessel that sank in the Baltic Sea. "The lives of these people were in the gravest peril and were saved only through your alertness and good seamanship," said the ambassador. The rescue occurred October 3 when a lookout on Ingram sighted a red flare from a liferaft carrying three men, two women and two boys, the crew of the 370-ton *Anja*. The *Anja* crewmembers were brought aboard Ingram and taken to Karlskrona, Sweden.

Mediterranean

NATO Exercise Ends. The 13th activation of the NATO "Naval On-Call Force Mediterranean," an exercise called "Daylight Forty," was conducted during October and November. Ships from Italy, Turkey, the United Kingdom and the United States operated together during the month-long exercise. "Daylight Forty" was designed to test and refine Allied Command Europe's response in areas such as troop movement, supply and logistics. It also provided an opportunity to exercise Communications, Command and Control (C3) procedures.





The CHALLENGE

Two years in the brig and now

Story by JO2 Susan Fisher

"This court sentences you to be confined at hard labor for two years, to be awarded a dishonorable discharge, to be reduced in pay grade to E-1 and to forfeit all pay and allowances."

The judge paused in his address to the young sailor standing before him, then continued, "By the way you have presented yourself in this court . . . I feel you are already on the road to rehabilitation. The Navy has a clemency and parole system that is there for your use—use it."

"I knew from that moment on that someday I would

be returned to full duty," said Petty Officer Bob Brown (not his real name), who is currently assigned to a West Coast Air Squadron.

In January 1974, while serving as a second class petty officer at Naval Station Cubi Point, Republic of the Philippines, Brown was arrested and charged with black-marketing and counterfeiting identification and ration cards used in the scheme.

Most would feel that a court-martial would be the low point of one's life. But Brown says he gained strength in a new set of values and began a successful two-year quest to be granted clemency and returned to full duty in the Navy.

"It was a blessing in disguise," he said, "and marked a turning point in my life."

Never mind the reasons why Brown got into the black market, the fact is he did it, he got caught and he got busted. He knew trouble would come eventually. "Human nature says, 'I'll deal with the consequences later.' You can let your emotions overrule your intellect," he said.

Toward the end, his illegal activities and his Navy job often forced him to work 23 hours a day. "I was

late for work every day. My quarterly marks nosedived and I was finally busted for being UA and reduced to third class when things didn't improve.

"I wanted to quit because my nerves were shot. I developed tremendous headaches, couldn't sleep and nearly had a nervous breakdown. I figured I'd better lay off."

But two months later he decided to do one more deal. It was his last. There would be no more 23-hour days. He got caught.

During his confinement, he began to think about what he had done. "At first I couldn't figure out that what I did was wrong, but soon I had it broken down to where I knew it was not only morally wrong, but also it was legally wrong. The biggest factor was that it destroyed the confidence and trust that the Navy had placed in me as a petty officer."

Brown was sent to the Treasure Island, Calif. Correctional Center and from there transferred to the Navy Correctional Center at Norfolk, Va., to serve his two-year sentence. His wife and children were still in the Philippines—he hadn't been able while in jail to arrange for their passports and move.



• "I wasn't getting paid, so they were living on what little savings we had. That was the most trying time in my life," he said.

• At Norfolk, Brown began the long struggle back. His attitude was soon noticed by his superiors and he was granted base parolee status, the highest a confinee can receive. He was permitted on-base liberty during certain hours of the week. A chief who had known Brown in the Philippines and now worked at Norfolk was impressed with his steps toward rehabilitation and arranged a job for him with the master-at-arms.

• He caught a bus to the base every morning and returned to the correctional center at night. His job included working with disciplinary action people, many with whom he was serving time.

• As his weekly evaluations rose he was permitted to attend college on base in the evenings. Every two weeks he got a weekend of liberty, to be spent within the city limits of Norfolk.

• Six months after his court-martial, Brown applied for clemency. "I wanted to return to duty, not to be sent home. I felt I could benefit myself and the Navy—not necessarily in that order—by staying in."

• That request was turned down. According to Brown, "They didn't want to make a mistake." He still had more to prove to the Navy.

• Undaunted by the denial of clemency, Brown continued to work and prove himself. When he once again asked for clemency, the center's Clemency and Parole Board endorsed his request for release and subsequent return to duty.

• "(Brown) has adjusted to confinement as a model confinee (and it is) strongly recommended (he be given) immediate release from confinement and restoration to duty," the report stated. "The board . . . feels that Seaman Recruit Brown would be a credit to himself and the Navy if allowed to return."

• Brown was allowed to return. He was reinstated as E-3 and directed to serve in probationary status for one year, at which time the dishonorable discharge would be dropped.

• "It took me 15 minutes to pack and leave the correctional center," Brown said.

• Today he is serving with another air squadron on the West Coast. Thus far he doesn't feel a conviction and prison record have hindered his progress.

• "The squadron gave Brown a chance to prove himself and he has done just that," said his present commanding officer.

• Today, Brown's plans include retiring from the Navy as a chief petty officer and returning to college for a degree in sociology.

• In July, Brown's probation ended and his dishonorable discharge was dropped.



"Before, I was always looking for a challenge, a fast buck, anything to prove to myself that I was better than others. I don't need that any more. Now I have confidence in myself, I know I can do the job. The opportunities are there; it's up to me to succeed." ↓

Giving up Pizza for Rattlesnakes & Cacti



**Story and Photos by PH2
Dwain Patton**

There's a Boy Scout camp in Southern Iowa that enjoys tremendous popularity because it's just down the road from an all-night pizza shop. During the summer months the place is packed with scouts tired of burnt-on-the-outside-raw-in-the-inside hot dogs and hamburgers. Convinced they have suffered enough for their cooking merit badges, the lads eagerly order and

consume giant combination pizzas and quaff gallons of root beer.

Pensacola's Boy Scouts have no such luck, particularly a group of fellows from Troop 642. They took part recently in a segment of training at the Navy Aviation Survival School. Not only did they not get pizza that weekend, but also they didn't have any food to burn. The order of the day was to go into the woods and swamps, and forage through the countryside for food.

...Survival for Pensacola Scouts



The weekend got off to an auspicious start

If, by some quirk, they had been able to make a pizza that weekend, the ingredients might have included rattlesnake meat, palmetto plant and prickly pear cactus, not the traditional pepperoni and mushroom varieties.

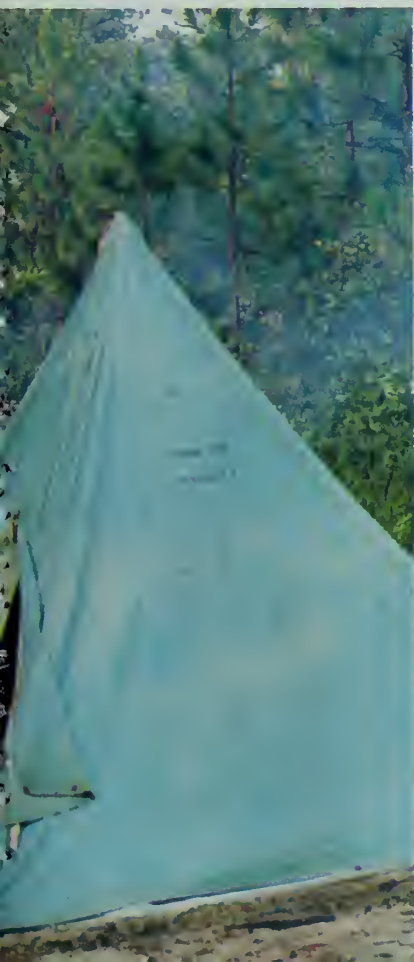
Harry Salzer, a retired chief hospital corpsman, is leader of the 11-boy Troop 642 which made the trip. Making arrangements for the event, he contacted Boiler Technician First Class Raymond Lamarche who teaches the Navy's aviation officer candidates how to survive in the wilds. Lamarche agreed to guide the kids in the woods.

After the weekend-long experience the Boy Scouts returned to civilization perhaps a few pounds lighter and with a few comments about living off the land.

"I got hungry but it was a lot of fun."

"I got hungry and stayed hungry."





The next morning dawned on a group of soggy, yet stalwart lads

"I didn't get hungry—I had some candy bars in my pack."

The weekend got off to an inauspicious start. The boys were shown by Lamarche how to prepare jerky. This is a process of slicing and drying meat either in the sun or over a slow fire for at least five hours.

They set up a tent for drying the meat, got a smoldering fire going inside, and sat back.

But that's when the deluge hit.

Rain and wind pelted the campers all night, put out the fire, threatened to demolish their tent and sweep them all into the Gulf of Mexico.

The next morning dawned on a group of soggy yet stalwart lads. They seemed stalwart, that is, until it struck them that they would not be starting the day with their usual eggs and bacon. Their food, they discovered, was in the dilapidated tent; Lamarche brought out the small strips of dried meat. (—>)



Boys and water go together





"It tastes like jerky," said Scott Wilson, "But it's got sand in it."

Charley Tyson, however, was busy cramming his pockets full of the dried beef. "I got a feeling I'll need this later," he said.

After "breakfast," the boys gathered around Lamarche and got their first lesson in using a compass and in map reading. So armed, the scouts set out on a trek through the woods and a survival lesson. They had gone no farther than five steps when they spotted an undersized rattlesnake.

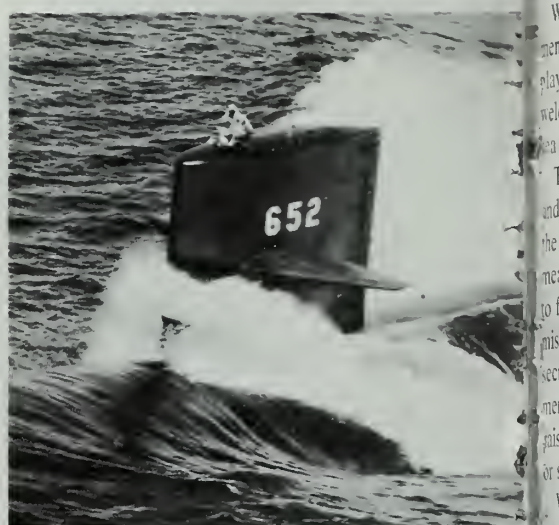
Using a forked stick, Lamarche showed the boys how to pin the snake and cut off its head. He explained the rattlers' habits (they spend a great deal of time sunning themselves) and how to handle them without "getting bit." He also mentioned casually that rattlers were a prime source of food in a survival situation. He dropped the snake into a can and the march resumed. Lamarche continued to point out important food sources as a prickly pear cactus—a good source of starch, and a bull neddle plant—tasting much like a carrot.



Throughout that day and the next the boys traveled from checkpoint to checkpoint on the map, occasionally stopping to cool off in a stream. As one scout jumped in the cold water, his leap disturbed a turtle which, in turn, scared the boy.

For the boys the weekend was not just a lesson in survival. Three of them earned survival merit badges and two others earned scouting's trail merit badge. And, of course, they all tasted prickly pear carrot, or was it cactus? ↴

A GLIMPSE OF DAYLIGHT



Top: USS Puffer (SSN 652). Above: Two officers determine range and bearing of a mock surface target.

When most Navy ships return from a long deployment, there is frequently a good deal of fanfare—bands playing, wives and children waving and holding signs of welcome. At home, the sailors indulge in telling endless sea stories about their travels.

The lot of the submariner is different. The bands and fanfare are not always present to greet units of the "Silent Service." Deployment in a submarine often means long and lonely patrols, with a minimum of visits to foreign ports and faraway lands. The nature of their mission, mixed perhaps with an inbred penchant for secrecy, sharply restricts the information and entertainment value of a submariner's sea stories. All of which raises an interesting question: What's life like out there, or should we say "under there?"

While much of the answer may remain a mystery to the uninitiated, the following report from one attack submarine may shed some light.

The fast attack submarine USS *Puffer* (SSN 652) is designed to operate against enemy submarines and surface ships should the need arise. In addition to her attack capabilities, *Puffer* can also perform reconnaissance, lay mines, support UDT operations, transport troops and equipment, coordinate with surface ships and aircraft in conducting antisubmarine operations, and carry out at-sea rescue missions.

Weeks may pass before the modern attack submarine pops to the surface where her crew can catch a glimpse of daylight after practicing with other ships or operating entirely on her own.

Puffer, in fact, spent the entire 1975 Christmas holidays submerged. The crew's first view of 1976 came nearly a month later when the nuclear-powered sub surfaced after a 45-day patrol.

The "feel" of a fast attack submarine underway is not dissimilar to that of an airplane. A pair of controls, similar to those of an aircraft, tilt diving planes in the sub's sail and stern, causing the boat to rise or sink. A turn to port or starboard involves a roll similar to that of an aircraft.

"About the only time you experience any noticeable sensation of movement is when there is a sharp change in course, which we call 'angles and dangles,' or when we are near the surface and the sea is choppy," said Chief Quartermaster Joe Ada.

"Other than the fact that *Puffer* is not quite as maneuverable as an airplane, it's a fairly smooth ride," he added.

"They used to call us 'steely-eyed creeps of the deep,'" Mess Management Specialist First Class Tom

Jones recalled. "Duty aboard a diesel boat was no picnic and, after a run, I guess we looked as though we were on the verge of going stir crazy. Compared to the old diesel boats, the nukes are luxury liners."

Puffer is not a luxury liner, but her immaculate interior reflects the crew's desire to keep their environment as pleasant as possible.

Puffer is filled with some of the most sophisticated detection, communications, navigation, propulsion and computerized weapons systems yet devised by Navy scientists, but their effectiveness still depends primarily on *Puffer's* crew. While on patrol, the sub's crew stands watches on a rotating shift of six hours on and 12 hours off for the duration of the patrol.

"Stand watches, sleep, and eat . . . that's the way



FAST ATTACK- ANGLES & DANGLES

it goes," says Machinist's Mate Second Class P. Scott (Scotty) Mitchell. "We really look forward to chow time. Our food is served 'family style,' he said, "and it's almost as good as any home-cooked meal."

One of Scotty's shipmates, Chief Interior Communications Electrician Robert Oberting claims that most of the *Puffer* crewmen tell the time of day by the meal being served.

"If it's a snack-type meal, like soup and sandwiches, then it is probably midrats. If it's bacon and eggs, then you know it's morning," he said.

What of off-duty time not spent eating or sleeping? According to Electronics Technician Second Class Tim Polich, "We read, listen to music, watch movies, write letters and play games—cribbage, acey-deucey, chess, checkers and dominoes among others."

"And we study, study, study," Lieutenant Commander Gary Satterfield added. "To become nuclear qualified, you literally have to know every system on the sub, whether it directly pertains to your job or not. You never know when your knowledge might be tested in a crucial situation.

"You can't know enough," Satterfield stressed. "We are constantly breaking out the manuals and having brainstorming sessions about the systems."

Machinist's Mate First Class Henry Lemieux added, "The older, experienced crewmen are more than willing to help the newcomers learn the tricks of the trade. In this business you have to be able to take advice as well as give it."

About the only reason *Puffer* has to visit a port is to restock her pantries. "The only limitation in the 'Silent Service' is that the crew itself is not nuclear-powered. Human beings can't stay down indefinitely," said Chief Mess Management Specialist Edward Joynes, the man who heads *Puffer's* food services department.

IF IT'S BACON
& EGGS
...YOU KNOW
IT'S MORNING

These occasional port calls allow the crew a chance to "recharge their batteries," said Chief Joynes. "As with all sailors, we like our liberty and our visits to foreign ports."

Perhaps the relaxed living style, the best food the Navy has to offer, and up to \$200 a month extra pay are incentive enough to volunteer for and stay with submarines. Maybe the compensation is enough for the extra days in confinement. One major compensation the submariners have is the close-knit camaraderie of the subs which is well known throughout the Navy.

The fanfare and the bands are usually missing when *Puffer* returns from patrol but then, her officers and men are used to doing things quietly. ⚓





Opposite page: A Puffer crewman selects a choice cut of meat.

Above: Electronics Technician Third Class Albert C. Williams reads during off-duty time.

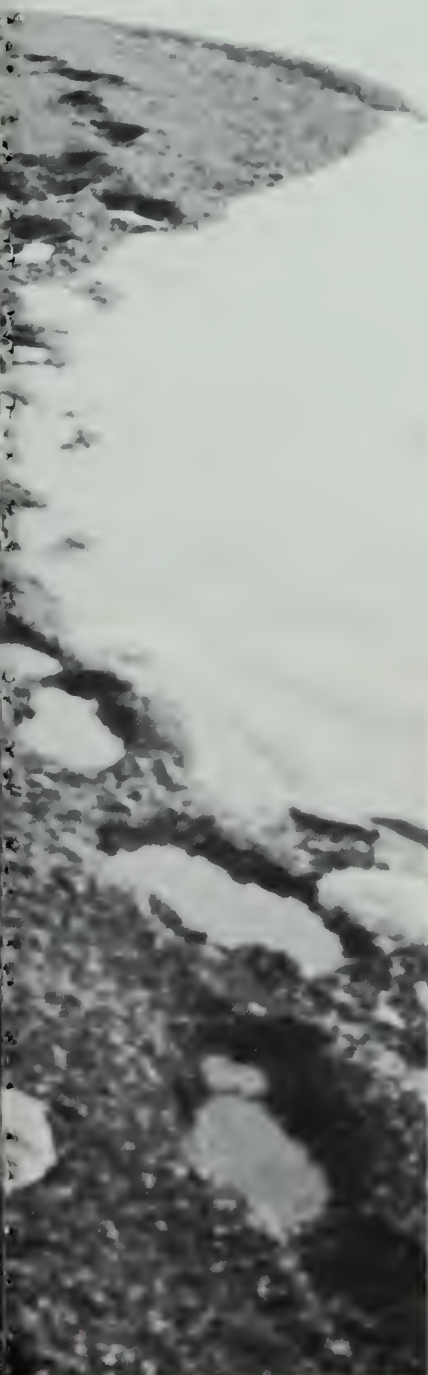


Left: Crewmen monitor various dials, gauges and meters.



30 years of

ARCTIC MYSTERIES



Jellyfish cast on the beach are examined at the Arctic Research Laboratory.

By JO2 Dan Wheeler

The Aurora Borealis—those eerie northern lights that appear to shine down on the remote Arctic—illuminate a land of contrasts.

It's a land whose terra firma has never been seen—permanent snow and ice cover the highlands and shrubs and grasses grow in a mixture of ice and earth in the lowlands. Across the Alaskan plains to the south stretches the North American Tundra, a wasteland permanently frozen to a depth of 1300 feet except for a few inches of permafrost that thaws ever so briefly during the summer.

The sun sets in November. Temperatures plummet to minus 50 degrees Fahrenheit and darkness covers the ice. In January daylight returns.

During the three months of continuous summer sunshine, temperatures soar to 60 degrees. Caribou make their annual trek to the feeding grounds with their ancient foes, the wolves, tracking closely behind.

This bleak region has been the home of the Naval Arctic Research Laboratory (NARL) for nearly 30 years. Under the command of the Office of Naval Research, this contractor-operated research facility is located in Barrow, Alaska, some 300 miles inside the Arctic Circle. NARL was established to collect data about the Arctic environment for use in Navy polar operations. Additionally, scientists search for clues which will unlock secrets that will provide an understanding of the ecological chain which enables Arctic animals to thrive under conditions impossible for human survival.

Beginning with a staff of six scientists working in a single laboratory, NARL today is the home of

nearly 200 scientists, military members and civilian support employees. The facilities consist of 116 permanent and semipermanent structures housing every type of research from oceanography to veterinary medicine.

Largest facility of its kind for Arctic research in the U.S., NARL supplies information and direct support to several government agencies and private institutions both American and foreign. Among the domestic agencies using the laboratories are the Air Force; Coast Guard; Environmental Protection Agency; and Department of the Interior. Additionally, NARL operates a far-flung network of field stations and Distant Early Warning (DEW) Line sites of varying sizes and capabilities.

Afloat, the laboratory has supported a number of passive oceanographic platforms utilizing ice floes to gather information enhancing our knowledge about marine geology, geophysics, biology and hydroacoustics about the Deep Arctic Basin.

All research conducted at Barrow contributes to scientific knowledge, providing data that may some day benefit the Navy and mankind directly. Among the more interesting NARL projects.

- Data is constantly being gathered about how ice grows and decays under the influences of atmosphere and ocean stresses, and the effects of ice movement on ambient noises, currents, salinity and temperature. This type of research, coupled directly with acoustic studies, is essential to the understanding of how sound reacts in Arctic waters—a must for submariners who depend greatly on sound to deter-



mine ranges, bearings and position.

- NARL pioneered the operational use of aircraft in polar regions and developed techniques for ice landings for both light and heavy aircraft. These developments made it possible to gather data from both the Arctic Basin and the North Slope of Alaska. C-46s have been replaced by C-117s and a small fleet of newer, specialized aircraft, but the landings are still made by flying a coastline approach to runways constructed of pierced-metal matting laid on coarse beach gravel. NARL's aircraft are used for transporting fuel, food, equipment and people into Barrow.

- Animal physiology has always been an important mainstay of the biological research program. In the lab's early days, Arctic animals required for study were kept only as

long as needed for study and then released. This proved an expensive procedure, and an uncertain one since the animal supply was dictated by Arctic seasonal conditions. In 1963, NARL established its own facilities to keep indigenous Arctic species on a permanent basis making them available to researchers year-round. Currently the Arctic animal compound houses about 20 species of Arctic animals including wolves, a lynx, golden eagles, a polar bear, and a variety of smaller mammals.

- Research continues seeking ways to make adaptation to Arctic climate easier for men from temperate regions or urban areas. In order for large-scale development of Arctic resources to be effected, men must learn the secrets of grappling with extreme and prolonged

cold, extreme day/night cycles, and stresses encountered while living in remote regions.

Knowledge gained from these experiments was used recently to improve conditions encountered by oil industry employees engaged in laying the trans-Alaskan pipeline. "One only had to witness the turnover rate of workers at remote Arctic sites, despite high wages, to realize the potential value of this type of environmental adjustment research," said one Navy scientist. The Navy, of course, constantly applies this information since it maintains several remote stations.

- Navy scientists are tackling the problem of oil contamination on land through a program of research which anticipates the consequences of a break in the trans-Alaskan pipeline and resulting flooding of



pollutant nature or not) has any effect on solar radiation levels. If these tests prove that solar radiation is affected, scientists want to know what that effect has to do with weather conditions on earth.

These studies represent but a few of many areas in which scientists are delving. NARL has made scientific research not only possible in the Arctic under optimum conditions, but through the years has also introduced improvements to time-tested techniques and equipment.

Because of the facilities at Barrow, scientists don't have to be "Arctic heroes" as in days past to perform in their respective fields in the Arctic Circle. Through Navy initiative, Arctic science has become more attractive to larger numbers of skilled specialists who, in turn, are searching for ways to improve men's living conditions and knowledge of the planet on which they live. ⚓

Far left: Gary Seiler feeds wolf pack. Left: Drums of fuel are loaded aboard an aircraft for delivery to research site. Below: Dr. Michael Philo (left) conducts immunization program.

the tundra with oil. So far, seven years of research into this problem has been conducted and continues because of widespread applicability in other parts of the world. Currently, the Navy has a patent pending on a recently developed "fertilizer" which will microbiologically destroy crude oil spilled on ice, water or soil.

- Inroads are also being made into curbing air pollution and cleaning the air once it is polluted. This research was given impetus when pilots flying over Barrow reported a recurring band of yellowish-brown haze like that found over metropolitan areas. Whether the haze is a natural phenomenon or pollution is not known at this time, but vacuum pumps are collecting samples for study. Scientists are trying to determine if the haze (whether of a





KATHLEEN Storm Imperial


Photos by PHC Ken A. George and PHAN Pat Sweeney

Early Friday morning, September 10, a devastating storm whipped through Imperial Valley, Calif., killing three people and injuring several more as ravaging floodwaters followed in its wake. Homes were torn from their foundations and automobiles were tossed about like toy boats. Seventy per cent of the small community of Ocotillo was buried under 10 feet of mud.

By late afternoon Typhoon Kathleen had passed and Ocotillo's residents—mostly senior citizens—began the grueling task of digging out debris and restoring their homes. Sailors from the nearby National Parachute Test Range in El Centro (which also was flooded) volun-

teered assistance and moved in to help with 20 four-wheel drive vehicles and three aircraft. Braving storm waters and mud, these Navy men and women became heroes to the unfortunate residents as they labored side by side during the next week.

They shoveled mud from living rooms, pumped water from basements and did everything possible to restore a sense of normality to the community.

"I just don't believe it," said one grateful resident. "Three days ago I wished I had been washed away with my possessions but, now, I should be able to move back home thanks to the Navy's help." 



Bearings

694 Honors Submarine Capital

After launching more than 150 submarines, Groton, Conn., finally has one it can call its own—SSN 694 has been named after Groton. The boat was christened and sent splashing into the Thames River—where else but at the Submarine Capital of the World.

Groton is the 49th nuclear-powered submarine to be launched by

the Groton shipbuilders. During World War II, the shipyard launched one submarine every two weeks. In recent years it has built more than a third of the Navy's operational nuclear submarine fleet.

There are now 14 submarines under construction in Groton including *Ohio*, lead ship of a new class of *Trident* missile submarines.



Among the Best



(Photo by PH2 Terry Breckford)

The Legion of Merit is the second highest peacetime award and is given "for exceptionally meritorious conduct in the performance of outstanding services." One who recently received this award is Boiler Technician First Class Andrew Gallagher for his actions aboard USS *Belknap* (CG 26) during the *Belknap*/USS *John F. Kennedy* (CV 67) collision in November 1975.

Gallagher, now assigned to the Naval Amphibious Base, Little Creek, Va., was supervisor of the watch in *Belknap's* number two after boiler room at the time of the collision. He directed and assisted the men of his watch section in securing the fuel oil closing valve and fuel oil service pump in the burning boiler room, thus preventing the ship's fuel from feeding the fire. He then directed the men to safety.

By remaining behind to ensure that everyone got out of the compartment, Gallagher suffered severe injuries and, as a result, was hospitalized for three months. He is still required to wear elbow-length gloves as a cover for his burns.

As a result of his actions, Gallagher was credited with greatly limiting the damage to *Belknap* and with saving the lives of many crewmembers. In addition to the Legion of Merit, he was meritoriously advanced to first class.



Recruiter's Windfall

Small-town recruiting is nothing new to most Navy recruiters. But when five young men from the Indiana community of Windfall, population 1150, opted for enlistment within days of each other, they represented a real windfall for the recruiting station at nearby Kokomo.

Windfall provided a real windfall for Navy Recruiter Aviation Electronics Technician Second James E. White. His new recruits were: Rex E. Long, Robert H. Whitehead, Jr., Kevin R. Richards, Dave R. Hall and Kim E. Ford. (Photo by JOC John D. Burlage.)

Paint-by-Numbers Cost Effectiveness

There's a sailor at NAS Lemoore, Calif., who number paints on ground support equipment (GSE). He's not an artist, and he's not painting by-the-numbers. The numbers he paints represent the cost of the pieces of equipment. The idea is to remind people that they're handling expensive gear, paid for by American taxpayers.

All this is the brainchild of Aviation Machinist's Mate First Class Mike Carter.

"To save the Navy and the squadron money I thought we needed a program to combat neglect and abuse," said Carter, VA-122's GSE division supervisor.

"We think of it as a low-cost program with a high potential benefit."

The squadron's GSE personnel handle from 2000 to 4000 items of support gear a month, including tow bars, mobile electric power plants (MEPP) and several different kinds of trucks. Under GSE's supervision, the gear is checked in and out to

squadron personnel. The person signing out for the equipment has total responsibility.

There's no such thing as an inexpensive piece of ground support equipment. Prices range from \$1200 for a tow bar to \$47,000 for an MEPP. But does the simple act of spray-painting a piece of gear

make an individual more responsible?

"I believe it does," says Carter. "I've had people make comments like 'does an MEPP cost that much'? You could buy a nice house for that. Consequently, they begin to be more careful with it, proving the program works."

(Photo by PH3 Phil Knouf)



He'd Give His Teeth To Fly. . . and He Did

"Winning is depressing," said Commander Buddie Penn, skipper of Tactical Electronic Warfare Squadron (VAQ) 33 at Naval Air Station Norfolk.

CDR Penn, and his squadron fulfill a unique role as the Navy's "professional enemy," conducting air attacks against fleet air and surface defenses.

"Our job is to train the ships and aircraft of the Navy to operate effectively in an electronic warfare situation. When we lose, it means that we are accomplishing our primary tasks."

"We win too often," he said recently. "We prefer to lose. Losing means the fleet's defensive capability is 100 per cent. There would be no way for the enemy to penetrate our defenses."

CDR Penn, a decorated veteran of the air war in Vietnam, is no loser himself. But he has suffered losses before to get what he wanted. Take those six teeth he used to have.

When he went to Naval Aviation Officer Candidate School at Pensacola to ask about becoming a Navy pilot, he was told by a medical officer he couldn't be a pilot or even receive a commission because his back teeth didn't meet correctly.

"They told me I could become a seaman. But seamen don't fly and I was determined to fly," he said.

Penn went home to Peru, Ind., and into the office of an orthodontist who said he could correct the problem with braces but it would take three years. Instead, Penn had six teeth pulled and in six months went back to the Navy and Pensacola.

"You can do anything if you want it badly enough and I wanted to be a Navy pilot. The Navy people were absolutely amazed I would pull my teeth to get into the program."

Today, CDR Penn—minus those six teeth—is actively engaged in the "depressing" business of winning.

First Place: DM3 Daryl Talbot

1976 All-Navy Cartoon Contest



"THERE'S NO SUCH UNIFORM AS SUMMER CASUAL!"

Yarnell Visits Romanian City

Amid the thunder of a 21-gun salute, USS *Harry E. Yarnell* (CG 17), the second Navy ship to visit Romania in more than 50 years, steamed into Constanta for a four-day visit in September.

Few American sailors get the opportunity to sail the Black Sea and even fewer make liberty calls there. Despite a Romanian law prohibiting its citizens from fraternizing with foreigners, a desire to communicate and a curiosity for anything American was evident as more than 3500 visited *Yarnell*.

Besides official dinners and receptions in honor of the visit, the Romanian Navy provided tours for the crew to resort areas, and to archaeological sites and museums. Unfortunately, Dracula's Castle was too distant to reach by bus, but a wide range of sights close by Constanta were more than anyone could cover in the four days.

Yarnell left on the morning of the fourth day amid the same pomp and formality that marked her arrival. Her crew carried back to Norfolk sea stories of an adventure few sailors experience—a visit to a Warsaw Pact nation on the Black Sea.

Dinky Size All Right For Sailing Dinghies

Determination and agility are two important prerequisites of crewing on the small, sloop-rigged dinghies that are most common to college sailing. Naval Academy Midshipman Janet Kotovsky, the first woman to compete on an Academy varsity team, possesses those two characteristics, and one other—her small size.

According to Graham Hall, director of sailing, Midshipman Kotovsky, at 5 feet, 3½ inches, is a perfect size to sail dinghies in the moderate winds of the east coast.

Midshipman Kotovsky was crew for First Classman Skip McVay in a sailing meet in September at the University of Delaware. They won

against teams from University of Delaware, Penn State, Dowling, Villanova and Franklin and Marshall.

After the regatta, Kotovsky and her skipper received the traditional sailor's dunking—a toss into the Delaware River by their competitors and teammates. ⚓



MAC...

Space-Available Travel



There are no Pucci-dressed flight attendants to ask if you'd like champagne with your breakfast. Instead of the carefully coordinated plaids and florals of most airplane interiors, the cabin is plain. A pallet of cargo is securely netted into the spot where the movie screen should be, and the few seats are facing backwards.

Then why are military personnel willing to wait sometimes days for a flight, reading paperback books, eating at the cafeteria, and taking catnaps in a hard chair? Because the airline is the Military Airlift Command (MAC) and the flights are free. But flying free on MAC aircraft isn't a right, it's a benefit that is a by-product of military missions that may have unused space

After hard mission requirements are met.

It's possible for military personnel and their families to fly to Hawaii, Okinawa, Germany, Australia, in fact, nearly anywhere that MAC flies, for the cost of a couple of box lunches from the inflight kitchen.

The Military Airlift Command, operated by the Air Force, runs scheduled and unscheduled military flights and charters commercial planes for transporting personnel and cargo. After cargo and all the military passengers on official orders are on board, if any space is left over, space-available hitchhikers get their chance. Most flights depart Travis AFB, Calif.; Norton AFB, Calif.; McGuire AFB, N. J.; and Charleston AFB, S. C.

Unless your passport, visas and immunizations are up to date, Space A trips take some planning. An Air Force pamphlet (AFP 76-37) can help you. It is available through administrative channels or at any MAC aerial port. The pamphlet provides information on registering for flights, passport, visa and immunization requirements, travel priorities, customs and prohibited items.

Unless you're going to Hawaii, the first thing you'll probably need

"... if you're a gambler at heart, waiting is half the fun."

is a passport. Passport applications are available at county courthouses. The application must be returned with a certified copy of your birth certificate, available by writing to the Recorder's Office of the county in which you were born, and two passport photos. Have additional photos made if you're planning to visit countries which require visas. A visa is a permit for entrance into a country and requires photos also. Entry requirements to any country

can be obtained by checking the Foreign Clearance Guide at your local personnel or transportation offices.

The photo lab at some naval installations is able to take passport photos, or they may be obtained from a commercial photographer.

To reenter the United States after your trip, you should have had a smallpox vaccination. Other immunizations are recommended for particular countries. Most naval hospitals can give the inoculations. Make sure you get an immunization record and make sure it is kept up to date. It is required for reentry into the United States and for entry into some foreign countries.

You'll probably want to visit a travel agent to arrange for visas and for a return ticket. Unless you have unlimited leave, you'll want a guaranteed return. It's usually more difficult to hitch a ride back to the United States Space A than to get to a foreign country; however, if you're lucky and don't have to use your return ticket the cost is refundable in most cases.

After you have your passport, immunization record, visas, leave papers and luggage in hand, you head for the Air Force base from which your flight departs and settle down to wait. If waiting and uncertainty are traumatic for you, take some good light reading material or something to occupy time, or take a commercial flight. But if you're a gambler at heart, waiting is half the fun.

- Free snacks are provided on all scheduled C-141 *Starlifter* overseas passenger missions. These are limited items, not the type found in purchased box lunches.

- Reduced check-in times. An hour and a half versus the old two hours prior to departure.

- MAC Passenger Service people are receiving special training in

customer relations. The classes have been received enthusiastically by terminal people and by all accounts have helped them to better

"MAC . . . does not try to compete with the airlines."

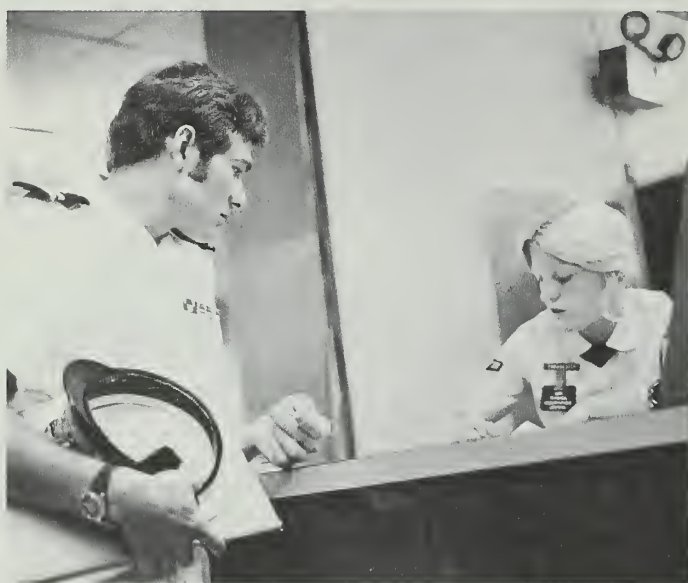
assist the hundreds of travelers they see daily.

To aid the military traveler, MAC has also produced several informative pamphlets which can be obtained through administrative channels or at terminals. TRAVEL TIPS, Air Force Pamphlet (AFP) 76-34, lists telephone numbers for billeting and flight information at the five major stateside terminals, and it includes addresses and phone numbers of major shipping facilities used by PCS travelers. It also explains dress requirements, baggage allowances and check-in procedures.

Two other AFPs—76-36 and 76-37—offer information on international space-available travel to senior officers and regular passengers, respectively.

Since MAC's primary mission is strategic and tactical airlift, it does not try to compete with the airlines' plush interiors and terminals, but it hopes to make up through service what it lacks in amenities. Should you be one of the 25 per cent of passengers selected to fill out a questionnaire, the Passenger Service Committee will be happy to receive your suggestions to improve service. (—>)

Your Ideas May Fly High with MAC



By SSGT W. Ray Huesman

While Military Airlift Command (MAC) flights aren't capable of competing with civilian airlines in terms of luxury, many improvements have been made in 1976. In January, the MAC Passenger Service Improvement Committee received special emphasis within the command.

The committee is headed by MAC's deputy chief of staff for Air Transportation, Brig. Gen. Charles B. Knudson, and it has been acting on suggestions submitted by the users of MAC aircraft. These suggestions come from 25 per cent of all passengers who are asked to fill out critiques. Common problems are then identified and acted on.

Some of the improvements currently underway are:

- X-ray machines to speed baggage processing through security

checks have been installed at the larger terminals.

- Roving passenger ambassadors have been assigned to all major air terminals to help passengers.

- Families traveling overseas are given more desirable departure times, whenever possible.

- Passengers can now select seating in smoking or nonsmoking areas.

- Some military aircraft used for passenger flights have been improved by adding better lighting, carpeting, coat racks, separating passengers from cargo areas and improving cabin temperature control.

- National magazines are available on all passenger flights. These include those normally found on newsstands throughout the United States dealing with family life, homes, sports and children's reading. Service magazines such as *SOLDIERS*, *AIRMAN*, and *ALL HANDS* are available.

The key to Space A travel is

flexibility. Ideally you should have visas for every place you're willing to go, and for all the countries in which you might wish to stop en route. You can sign up for a maximum of five destinations, and it is advisable to take the first flight for which your name is called. If you pass up a seat on an unscheduled flight to wait for a particular scheduled flight, you may hear the common announcement, "There will be no seats for Space-Available passengers on this flight." Your next turn may come up in a few hours or a few days or, on occasion, longer. If, however, you elect not to travel on a scheduled flight or you are not in the terminal at the time a seat becomes available, your name will be removed from the list and you will have to start over again.

The single military traveler has the best chance of getting on a free flight. The next best chance is for two military travelers, and then a military sponsor and a dependent. The more people in a group or family, the smaller the chances of staying together. If a couple or family are determined to get to a destination, they might consider splitting up, with the sponsor taking as many in the family as he or she can, and the rest taking a commercial flight. Dependents cannot fly space available unless accompanied by their sponsor.

Space A flights are among the best privileges available to military personnel. But, it is important to remember that the flights do not exist to take leave-status passengers on vacations. They have a military mission. Space A is a gamble and there's no guarantee you'll win. So be prepared to pay for your return trip, and look at any leg on which you can fly MAC as a favor, not a right. If you're lucky, you can fly the friendly skies of MAC. ⚓

from the desk of the

Master Chief Petty Officer of the Navy

Advancement — The Need for Leaders

The Navy wants you to advance. It needs skilled petty officers in today's technical Navy to operate and maintain its ships and supportive technology; to handle its planes; to feed its sailors and care for them medically; to construct its buildings; to play its music; to take its photographs; to do its counseling. Skilled petty officers are essential in all the Navy's ratings—from Aerographer's Mate to Yeoman—for without them it cannot function. The Navy is more than hardware, it is people.

In addition to know-how, petty officers must have the ability to lead people. Leadership is a necessary characteristic of all petty officers who wish to move up the advancement ladder.

The first step in the succession of advancement from E-3 to E-9 is the third class petty officer. Obviously, one does not advance to higher levels of leadership and responsibility without attaining positions of leadership and responsibility at the lower levels. Advancement to all petty officer grades requires successful completion of a Navy wide examination; however, the final decision as to whether or not a person will be advanced rests with the commanding officer. Based on his or her experience, the commander determines if an individual has the ability to work effectively in the next higher pay grade.

The newly advanced third class petty officer encounters a variety of new experiences. He or she gains the necessary authority to perform duties requiring more responsibility and expertise, the petty officer becomes a leader and can gain the respect, prestige and satisfaction of being a good one.

Also, benefits and entitlements are more attractive for the E-4. For example, if you have over two years of service you are entitled to government paid transportation for dependents and dislocation allowance.



MCPON Robert J. Walker

It is true that at present the pay difference is not great between E-3 and E-4, but the only route to second and first class petty officer is through third.

As you advance through the rates you will have a chance to develop and exercise your leadership ability. And, regardless of whether or not you remain in the Navy for an entire career, every organization will demand to some extent that you display leadership. You must also consider the personal reward of knowing you can advance and succeed.

Remembering that the quality of the Navy to a great degree is dependent upon the quality of its petty officers, you should want to advance. The Navy cannot be more efficient, more ready for action or more responsive to its members than are its people in positions of authority—positions that begin with the third class petty officer. Also, if you wish to have the Navy's existing regulations applied as equitably as possible, you must become part of the system that administers them.

The Navy's need for leaders and your desire for the benefits, tangible and intangible, that can be derived from advancing complement each other well. But, much of the responsibility to encourage and assist Navy men and women to advance lies with their seniors. Our young sailors cannot all be expected to take the proper steps for advancement without someone showing them the way to succeed. Leading petty officers can show by example what it means to be in a position of authority and leadership. I strongly urge all leading petty officers to encourage sailors to take the required correspondence courses, perform the practical factors and participate in the Navywide examinations for advancement.

Historically, one of the primary leadership traits has been concern of leaders for their people. I feel there is no better way for leaders to demonstrate that concern than by showing their sailors the way to success through advancement. ↓

Reminder—

**All aliens must
register during
the month of January.**

THE CARE AND FEEDING OF YOUR CAMERA

This is the second part of a feature designed to assist Navy people in the purchase, care and proper use of cameras. See November 1976 *All Hands* – “Buying A Camera That Will Deliver The Goods.”



By PH2 Terry C. Mitchell

When was the last time you "exercised" your camera? Yes, that's right—"exercised" your camera. Cameras, like other good mechanical instruments, need to be exercised periodically to increase their reliability.

But how do you "exercise" a camera?

Easy. Select the slowest shutter speed and fire the camera a few times, gradually moving up to the fastest speeds, until you have fired a few at each speed. Then turn the f/stop ring back and forth a few times. Putting the camera through these paces will evenly distribute the internal lubricants.

But exercising your camera is just a small part of keeping it in an "up" status. The overall picture is preventive maintenance. Sure, preventive maintenance just like that performed on a gun mount or an anchor windlass or even, for that matter, your own teeth.

The primary rule is simple—Keep It Clean! Dirt, dust and even oil from your hands are some of the camera's worst enemies. Keeping your camera clean involves a very small investment in time and money.

When you purchased your camera, whether from the Navy Exchange or in a foreign port, you should have purchased these additional items: a linen handkerchief, a bottle of lens-cleaning solution, a soft camel's hair brush (preferably with rubber squeeze bulb) and a skylight or ultraviolet filter for each lens.

Take the new handkerchief and wash it repeatedly (do it yourself—don't send it to the ship's laundry) in soap and water until it will dry soft. The handkerchief will serve in place of (scratchy) lens tissue. Now you are ready to start preventive maintenance on your camera.

First remove that roll of film that has been in there for the past three months. You should have sent it to the processor immediately after taking the pictures, but that is another whole story in itself. While you have the camera back open, use the brush to remove any dust or film chips inside the camera. Use extreme caution here—avoid brushing the shutter curtain at all times. Injury to this delicate membrane could ruin your camera, and cause a staggering repair bill later. So if there is any dust on the shutter curtain, gently—repeat—*gently* blow it away.

After making sure all dust and film chips are removed, close the camera back. Now turn your attention to the exterior. That dust and dirt on top could work their way into shutter controls and rewind cranks. Take a lightly dampened cloth (not your new handkerchief) and wipe down the outside of the camera

except for the lenses. Hard-to-reach spots are easy to get to by using a cotton swab on a stick.

Next, check the battery. This is the heartbeat in many of the new cameras today. If it is not up to snuff, replace it. If it checks out okay, keep it. One tip here is to remove the battery from the compartment and gently polish it with the eraser from a pencil. Check the contacts in the camera to make sure they are bright and shiny. After polishing the battery, wipe it off with a clean, dry cloth (not your new handker-



Camel's hair brush, soft handkerchief, bottle of lens-cleaning solution and a pencil are essential camera accessories.

chief) and replace the battery in the compartment, using the cloth to handle the battery. The acids in your hand oils may affect the battery casing.

Now that you have the camera body pretty much in shape, move on to the lens mount area. In single-lens reflex cameras, the mirror for the viewfinder system is here, immediately behind where the lens would be. This mirror is coated and will scratch very easily, so use your blower brush to remove dust or lint. Once this area is clean, place the camera face down on a clean surface.

Now turn your attention to the lenses. With the lens caps on, wipe down the lens barrel with the same cloth you used on the camera body. In order to clean the whole barrel, turn the focusing ring until the lens extends to its maximum length. Once the barrel is cleaned, remove the lens caps and use your blower brush to remove any dust or dirt from the glass surfaces. If the lens has a fingerprint or smudge on it, place a drop of cleaning solution on your new, soft handkerchief. Using the handkerchief, polish the lens

Left: Camera cases come with foam that can be cut to suit your needs.



Left: A camel's hair brush removes dust or film chips from inside the camera; use extreme caution in the area of the shutter curtain. Below: Polish the battery contacts with a pencil eraser to ensure good electrical connection with the camera contacts. Right: Many manufacturers make a foul weather jacket for cameras; you can improvise by using a clear plastic bag.



surface lightly until it is absolutely clean.

Never put the lens-cleaning solution directly on the lens! The solution may seep into the lens mounts in the barrel and destroy the cements used to hold the lens elements in place.

Put the clean lens aside for a moment and clean the interior of the lens cap. Put the cap back on the lens to keep out dust until the next step. Take that new skylight or UV filter and clean it the same way as the lens surfaces. Once the filter is cleaned, remove the lens cap and install the filter semipermanently. The filter will protect the lens surface from dust and dirt and is much cheaper to replace than a new lens if scratched.

Okay, that takes care of the front of the lens, but how about the back?

Simple; use the same procedure, only this time twist the focusing ring until the rear lens elements are extended. Once the lens is cleaned, check the mount for signs of dirt or wear. If everything is okay, install the lens on the camera body.

The camera is now clean and you prefer to keep it that way. Sometimes this is hard to do on a ship, with the salt spray in the air, or at a naval air station with sand and grit being whipped around the flight line. Again, a little prevention and protection will help.

First, use that ever-ready case that came with the camera. The case will cover most of the camera, keeping out dust and dirt, and it will absorb some of the hard knocks that are sometimes hard to avoid.

For foul weather photography or as a means to keep out some of the dust and dirt, make a raincoat for your camera out of a transparent plastic bag. That bag your blues came in from the dry-cleaners is ideal and cheap. Position the bag on a hanger. Cut one hole approximately the size of your lens in the front of the bag. Put your camera in the bag, with the lens protruding from the hole in the front. Cover your arms with the bag, and bring the camera to your eye as if to focus. Mark where the eyepiece is on the bag and then cut a U-shaped flap at that mark.

The flap should be hinged at the top in order to keep out rain. Lift the flap away from the eyepiece to focus or the plastic may affect your visibility.

If you plan to do a lot of shooting in foul weather or in dusty areas and you think the bag isn't durable enough, your camera's manufacturer may offer a protective cover of thicker gauge plastic as an accessory.

When leave or TAD puts you aboard an airplane, take your camera bag with you as carry-on luggage. Despite many assurances and fragile stickers, baggage that goes into the luggage compartment can get rough treatment and your camera could be damaged.

When going through the security check at the terminal gate, insist on a hand search; don't subject your camera and film to the x-ray machine. Even though one pass through the machine may not fog the film, repeated exposure will.

As your camera system expands with each purchase, you may decide that you can't go on carrying it all in



a brown paper bag. Buy a large camera case. When you do buy a case for your system, consider these three things; protection, longevity and expansion. How well will the case protect your equipment? Will the case you are considering be large enough for future expansion of your equipment? Is the case durable enough to last until you deem it necessary to buy another one?

Many cases come with foam rubber which can be cut and fitted to your particular needs. The foam is easy to replace when worn out or you need to expand some more.

But what if you don't want to take your camera along with you on deployment or extended TAD and you must store it for a while?

Simply give it the good cleaning it deserves first. "Exercise" the camera to distribute the lubricants, but make sure that you don't leave the shutter cocked. (Tension on the shutter springs over a long period of time could cause gross errors in shutter speeds after you remove the camera from storage.) Then remove the camera's battery. Over a long period of time, many batteries will deteriorate and leak chemicals into the compartment. This could cause corrosion and permanent damage to the camera.

With the camera in its case, carefully wrap a plastic bag around the entire assembly. Care should be taken that the camera is not stored in an area that will be subjected to abnormally high or low temperatures. Normal room temperatures are best. If the climate

in your storage area has a particularly high humidity, place a small package of dessicant (silica gel) in the plastic bag with the camera.

During the storage period, "exercise" the camera at least once a month or arrange for someone to do it for you. Also, install a fresh battery and subject the camera meter to varying lighting conditions so that the needle will move the full scale.

Remember that your camera is a precision machine with a carefully designed and manufactured optical system. Treat it as such and it will reward you with long and faithful service.

The best prescription for its care is the proverbial ounce of prevention. ↓

NAVAL OBSERVATORY

The Nation's Timekeepers

LCDR Wm. McAllister, USNR-R

Photos by PH2 Terry C. Mitchell

In one division, workers spend their days watching the clock.

In another, workers lie down on the job, and in a third, as often as not, workers prepare a publication that is no sooner used than it is torn apart.

Does the Navy tolerate such behavior?

Not only is such behavior tolerated, but it is welcomed at a small, little-publicized Navy command in Washington, D.C. At the Naval Observatory, each of those tasks is essential to the nation's defense efforts and to fleet operations.

The clock watchers are the Navy's—and the nation's—official timekeepers. The people lying down on the job are astronomers, who often have to lie down on small couches as they peer through telescopes and plot the stars and planets.

And the Navy publication that is frequently ripped apart—as it is used—is the Nautical Almanac which, with its sister publication, the Air Almanac, is essential to ship or aircraft navigation.

These functions are often taken for granted by members of the fleet. They are performed with scientific precision and detailed accuracy by the staff of the Naval Observatory. It is located on a tree-covered knoll along Embassy Row in northwest Washington.

To most Washingtonians, the observatory is best known, now, as the official residence of the Vice Presi-



Above: Sombrero Nebula galaxy, 14 million light-years from earth, is 25 light-years in diameter. Right: Twenty-inch refractor at the Naval Observatory is used to study double stars.

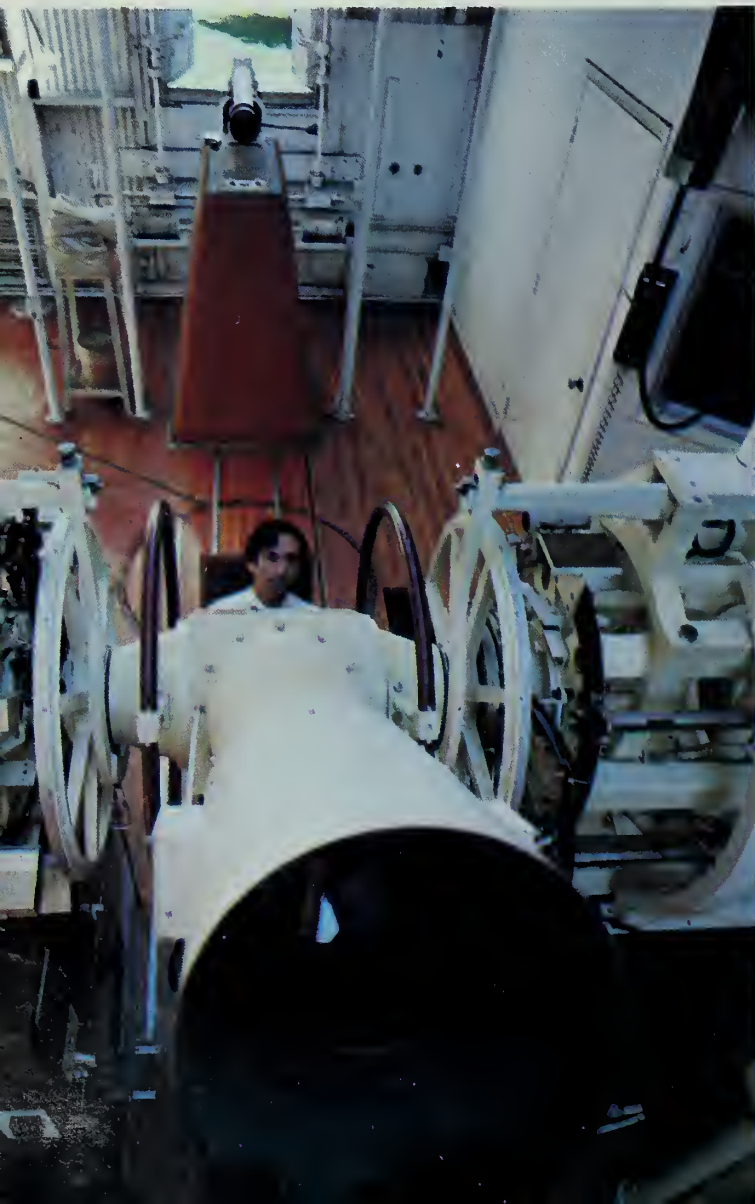


dent. Vice President Nelson Rockefeller moved onto the observatory grounds last year, occupying the handsome, white Victorian house that was for years the official residence of the Chief of Naval Operations.

Although the observatory boasts of being the oldest scientific organization in the Navy, its functions are unknown to the majority of naval personnel. "Most people think we have something to do with meteorology and astrology," chuckles Commander James R. Wachob, USN, the observatory's deputy superintendent.

Despite its age (the observatory traces its origin to the establishment in 1830 of the Navy Depot of Charts

Dome at Naval Observatory (right) houses 20-inch refractor telescope (below). Another building houses the six-inch transit circle (far right) used by astronomers to determine position of stars in the sky.





and Instruments at the Washington Navy Yard), its functions actually became more crucial as the Navy moved to more sophisticated navigation and weapons systems. Today's modern navigation, weapons systems and high-speed satellite communications depend on accurate timekeeping.

Observatory superintendent, Captain S. J. Sleeper, notes no one keeps better time than the Naval Observatory. Indeed, the time kept by the Navy is so accurate that clocks at the facility are measured to the nearest millionth of a second.

So accurate are the Navy's clock watchers that one

civilian supervisor at the observatory says his main worry is that the staff will spend all its time watching the decimal points after the seconds and forget to watch the second hand.

The observatory has been designated by the Defense Department as its keeper of "precise time." The exact time supplied by the observatory is used as source for all standard time in the country.

Precise time is required for sending high-speed messages around the world, thereby avoiding jamming by enemy forces. With time as precise as that kept by the observatory, "it's virtually impossible to jam" mes-



pages that are being sent between two communicating stations at predetermined times.

- Such systems are vital for fleet communications, especially for submarines which must operate with an almost-total communications blackout.

- But no ship in the Navy, and very few ships in the world, in fact, can operate without some of the information produced by the Naval Observatory.

- For example, the Nautical Almanac is used by navigators to pinpoint their positions as they journey across the sea. The almanac contains the positions of the sun, moon and all the visible planets which are used for navigation for every hour of the year. There are tables for calculating the times of sunrise and sunset, moonrise and moonset as well as for twilight. In addition, there is a list of correction factors for sextant observations.

- Today computers assist Naval Observatory astronomers in predicting the locations of the major stars in the celestial sphere at any given time and date. The observatory's almanac staff compiles celestial data four years in advance of the printing of the Nautical and Air Almanacs, assuring that the publications will be in the fleet well in advance of the dates they are needed.

- The observatory publications, which include "The American Ephemeris and Nautical Almanac" for astronomers and for land surveyors, are printed annually by the Government Printing Office and are among GPO's best sellers. The printing run of the Nautical Almanac numbers about 30,000 copies and it can be found on the bridges and in chart houses of all U.S. ships along with those of other nations.

- Under cooperative agreements, the Naval Observatory and the Royal Greenwich Observatory supply many nations, including the Soviet Union, with advance sheets of the publications. The other countries often reprint the material, changing the language of the heading and explanation and adding information about local conditions and holidays.

- Because calendars are an essential part of timekeeping, the Naval Observatory not only serves as the nation's official timekeeper, but also as its calendar setter. Civil holidays, such as Labor Day and Memorial Day, are established by Congressional acts, but dates of religious holidays often vary.

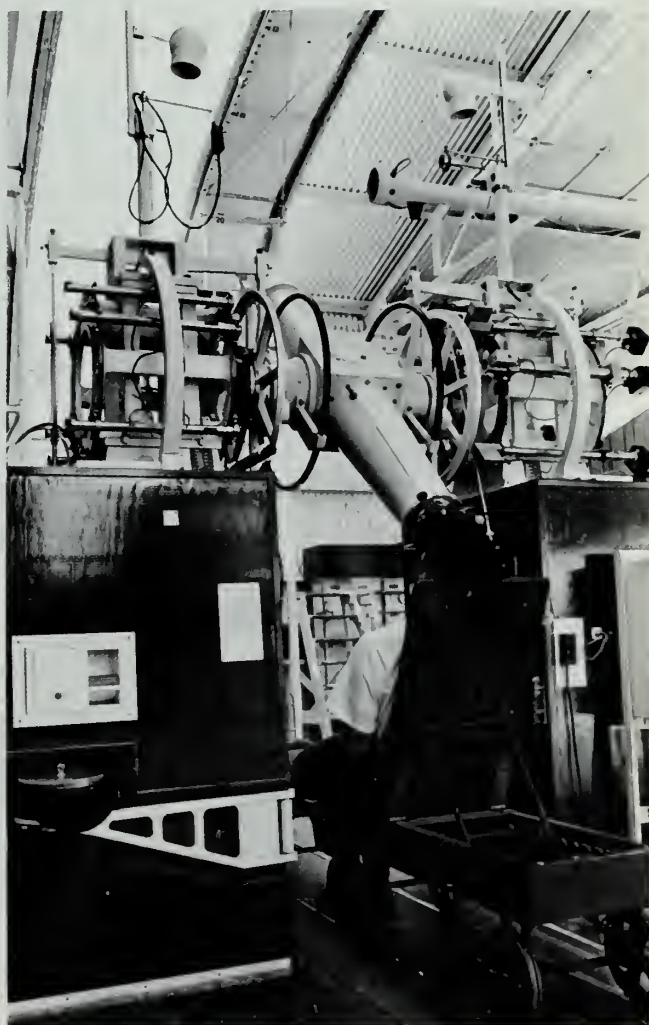
- The observatory's almanac office calculates the dates on which these events will occur four years in advance, using time-honored rules established by the various

religions. Moslem holidays, for instance, are dictated by the phases of the moon and thus the observatory's astronomers are helpful in calculating the dates.

Astronomers are, of course, the backbone of the observatory's staff, supplying the data from which calculations on the precise locations of the stars and planets may be based. Observations of the stars are made not only from telescopes at the observatory's Washington grounds, but also from the observatory's largest telescope near Flagstaff, Ariz.

Naval observatory astronomers have been instrumental in major astronomical discoveries, but emphasis today is placed on exploratory development efforts and not new research. Today the Naval Observatory is engaged in updating and purifying long-standing hypotheses about the proper motion of planets and stars so precise navigational information can be given to units of the fleet.

This does not mean that the observatory's scientific



Left: Photographed with a 40-inch Riley Critien telescope, Lagoon Nebula looks closer than 2,500 light-years from earth. Right: Astronomer tracks a star.

staff is not engaged in research. On the contrary, many staff members devote long hours of their time in the enhancement of their professional development, Wachob notes.

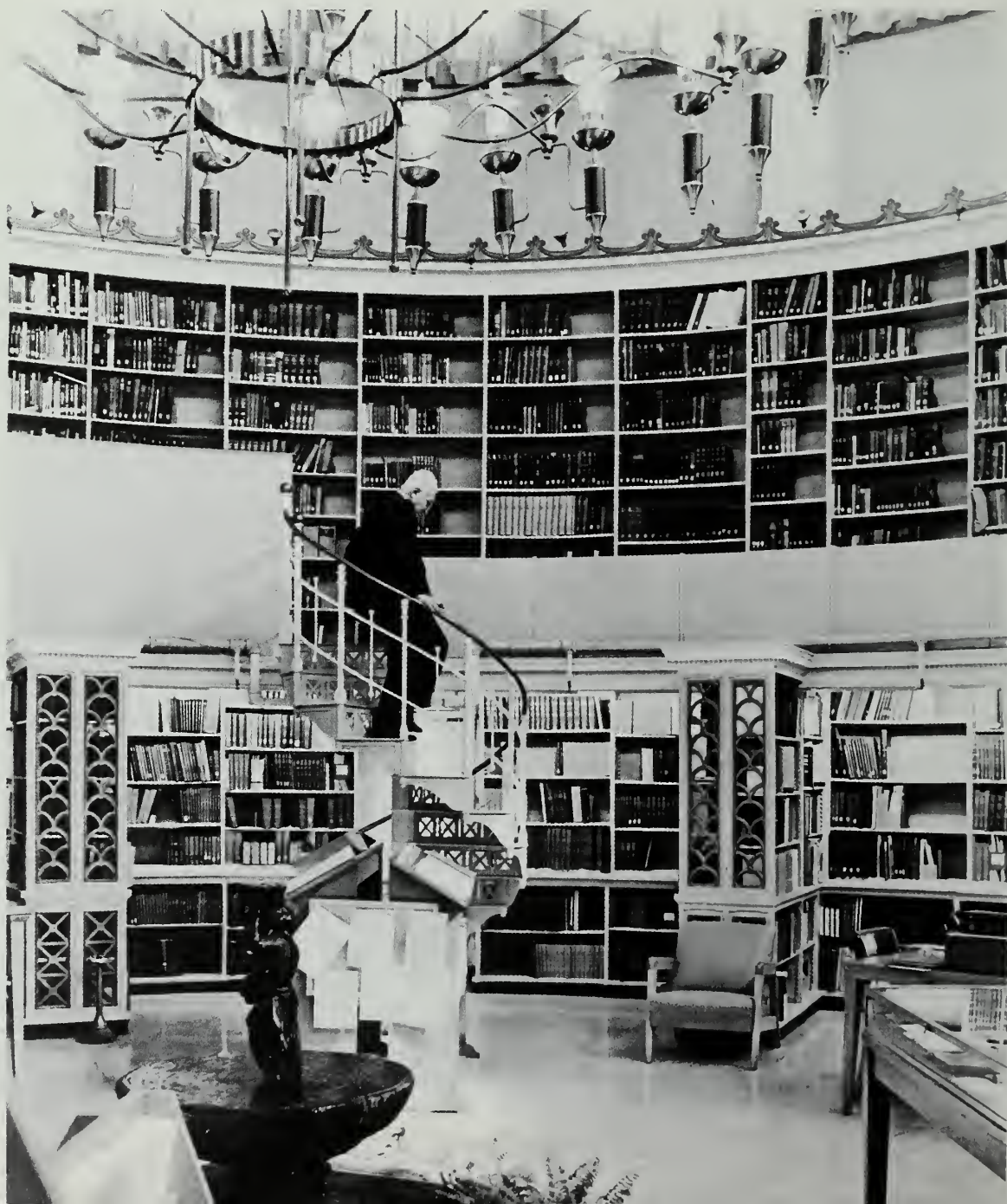
Astronomers' work is often "not glamorous" agrees Dr. B. L. Klock, head of the Observatory's Northern Transit Division. The 11 astronomers who work under Dr. Klock must spend five to seven years making

Below: The Observatory's library contains more than 75,000 volumes, some dating back to the 15th century. Right: Master clock room where time signals are monitored from around the world to ensure keeping of exact time.

observations before they can consider a project completed.

Often the work is lonely, performed from midnight to seven a.m. in an unheated telescope dome with the stars as their only companions. (Telescope buildings have to be unheated to prevent heat distortion of the images received by the telescopes). In winter, observers at the facilities wear special thermal suits to fight off the cold.

Still, the work is rewarding and visitors to the observatory find the workers interjecting pride in their accomplishments during most conversations. "Our time





is the best time in the world," CAPT Sleeper tells a visitor. An international association that keeps the world's time gives the observatory's time a higher rating than that accorded any other nation's timekeeping facility.

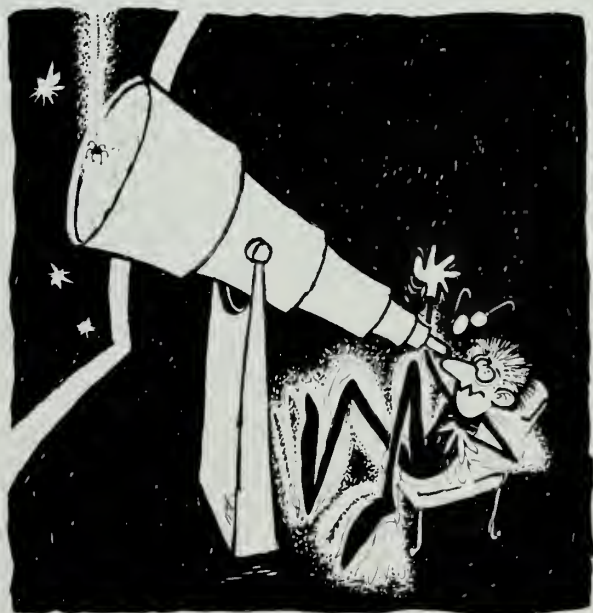
Even the library of the observatory ranks high, according to observatory officials. It contains more than 75,000 volumes and some works date back to the 15th century, which makes it one of the world's major astronomical libraries.

The Time Service Division maintains 16 atomic clocks in the Washington Observatory alone and, even though these keep the most accurate time known, they require constant attention. "They're clocks, too, just like your wristwatch," says Dr. R. Glenn Hall, the division's assistant director.

Time is "a complicated subject," Dr. Hall says. "Most people think it is just there and have no idea of where it comes from."

At the Naval Observatory three kinds of time are kept: Mean Solar Time (standard time), Ephemeris Time, and Atomic Time. Ephemeris Time is time used by astronomers in making their observations and is determined by observing the moon's position relative to the stars. Atomic Time is based on the readings of the atomic clocks.

Budgetary actions have forced the observatory to reduce its staff to about 167 civilians and three military officers. Even so, Superintendent Sleeper says he has no doubt about the quality of the work the staff produces. ⚓



Rights & Benefits

Retirement

Samuel L. Peabody, age 65, recently retired after 43 years of punching the clock at a major corporation whose location hasn't changed in 75 years. He now looks forward to spending time reading about faraway places he will never see, fishing occasionally as his budget and health permit, cashing his monthly retirement check to which he contributed 2236 times, and telling time by his gold watch inscribed "To Sam— 43 years' service."

Senior Chief Electronics Technician Brian Salty, USN, age 41, also retired recently after 20 years of traveling, living in various foreign countries and throughout the U.S., and working at a profession that offered growth and management opportunities. He now looks forward to opening his own radio and TV sales and repair business, revisiting some of the countries he's seen, and investing his retirement check in his new business. He didn't receive a gold watch at his retirement ceremony, but he did become heir to numerous benefits.

Some of his entitlements as a Navy veteran include:

- Exchange, commissary, theater and recreational facility privileges. Retirees may also frequent clubs and messes subject to limitations set by facilities (use of foreign commissaries and exchanges is limited according to applicable Status of Forces agreements).

- Free medical care at Uniformed Services facilities. Medical care is also available from civilian sources under the Civilian Health and Medical Program of the Uniformed Services until age 65, and extension of CHAMPUS benefits after age 65 if the member can provide certification from the Social Security Administration of non-entitlement to hospital insurance benefits. These medical benefits apply also to dependents.

- Retired pay unless waived to receive compensation or pension from the Veterans Administration or to credit active military service under the Civil Service Retirement Act.

- An opportunity to leave a portion of retired pay to survivors under the Survivor Benefit Plan (SBP) at a reasonable cost.

- Shipment of household effects upon retirement to home of selection and payment of a travel allowance to his new home.

- Free travel on board MAC flights to overseas locations for the member and his dependents (providing dependents are accompanied by their sponsor) upon

presentation of the retired ID card, DD Form 2 (Gray). MAC flights within the continental United States are reserved for retirees only, on a space-available basis, and not for dependents. (See page 28.)

- Dependent enrollment in overseas dependent schools on a space-available basis.

- Use of naval correspondence courses if taken to maintain professional proficiency.

- Educational benefits as provided by the GI Bill.

- VA benefits including VA-guaranteed home loans and Veterans Group Life Insurance.

- Disabled veterans receive disability compensation from the VA if the member was disabled by injury or disease incurred in, or aggravated by, active service in the line of duty. In addition to compensation, disabled veterans are eligible to receive: vocational rehabilitation; specially equipped automobiles; "wheelchair"; home allowance; aid for the blind; prosthetic devices; and educational assistance for children or spouses if members are permanently and totally disabled as a result of service.

- Social Security benefits including Medicare, retirement payments and disability payments.

- Burial in a national cemetery. The VA will provide an American flag to drape the coffin of a deceased veteran.

- Military legal assistance on a space-available basis.

- Use of military titles in connection with commercial enterprises as long as their use in no way casts discredit on the military service or the Department of Defense. Such use is prohibited in connection with commercial enterprises when it gives rise, with or without intention to mislead, to any appearance of sponsorship, endorsement, sanction or approval by the Navy or DoD. The military departments may restrict retired personnel from using military titles in connection with public appearances in overseas areas.

- Wearing of the Navy uniform displaying the rank held at retirement and that which appears on the retirement list. The uniform may be worn only on appropriate occasions and not in connection with nonmilitary, personal or civilian enterprises, or activities of a civilian nature.

As you can see, your Navy career is much more than a day-to-day job with pay; it's a vocation whose benefits extend as long as you live. ⚓



'SHIPSHAPE' ...OR SHIP OUT

There's more to physical fitness than pressing your own weight or running 10 miles a day. Anything that prevents you from efficiently performing your job makes you unfit.

"There's no question that the person who keeps himself in good physical condition will be better prepared to handle stress," said Secretary of the Navy J. William Middendorf II, "whether it be in peacetime or under combat conditions. Obesity causes depression, inhibits performance of duty, results in a sloppy appearance, and can mean the end of a Navy career."

Throughout the military establishment, physical fitness generally is an individual thing. Therefore, to benefit from it, you must challenge yourself, both physically and mentally. But, many individuals have passed the "overweight and out of shape" stage and are either fat or heading in that direction.

In an effort to help the fat sailor, the Navy encourages and, in certain instances, will order a man to participate in Operation Shipshape, a 90-day program of continuing diet and exercise. During this medically supervised program, the sailor is

given the opportunity to lose weight realistically and is taught how to maintain an acceptable weight level once the program is completed.

The first two Navy Shipshape groups were established in October 1974, based on the guidelines of Overeaters Anonymous. This organization, a national group, is much like Alcoholics Anonymous with special adaptations to solve the overeating problem. The Navy-sponsored groups make the same advantages convenient to Navy personnel. More than 50 Shipshape groups are currently in operation overseas and in the U.S. Operation Shipshape guidelines are contained in joint BuPers-Inst 6110.2/BuMedInst 6110.10 series.

An individual who exceeds the weight standards as listed here, will not automatically be declared fat and a candidate for Operation Shipshape. Determination of obesity will be tied to a medical examination which will include consideration of body build, muscular development and bone structure.

Maintaining a condition of physical fitness that will enable you to perform your duties and, at the same time, present a sharp, trim, military

appearance can be as fun and painless as you want it to be. Aerobics, designed to stimulate cardiovascular activity, could be the answer to your weight problem. The aerobics program isn't new but it has

Males (regardless of age)			Females (regardless of age)		
Height (inches)	Weight Min	Weight Max	Height (inches)	Weight Min	Weight Max
60	100	140	58	90	121
61	102	145	59	92	123
62	103	150	60	94	125
63	104	155	61	96	127
64	105	160	62	98	129
65	106	165	63	100	135
66	107	170	64	102	136
67	111	175	65	104	140
68	115	181	66	106	144
69	119	186	67	109	147
70	123	192	68	112	152
71	127	197	69	115	158
72	131	203	70	118	162
73	135	209	71	122	168
74	139	214	72	125	171
75	143	219			
76	147	225			
77	151	230			
78	153	235			

been updated. OpNavInst 6100.1 outlines the basics of the program and includes "point charts" for a wide variety of sports and exercises.

Try it—what have you got to lose, besides weight? ⚓

Mail Buoy



Why Only Four Stars?

SIR: I noticed that the photos you printed in "The Midway Story" (June 1976) depict Henry Fonda portraying Admiral Nimitz at the Battle of Midway, yet Fonda is wearing only four stars. I believe ADM Nimitz was a fleet admiral during World War II and entitled to wear five stars. Is this correct?—HT1 T. Gearhart

• Admiral Nimitz was a four-star admiral at the Battle of Midway; he was promoted to five-star rank later in the war—December 14, 1944.—Ed.

Ships of Ice?

SIR: After reading about a ship with wooden cannons in "For the Navy Buff" in the June issue, I decided that my question wouldn't sound as foolish as I first thought. Is it true that during World War II the Navy actually built, or thought about building, a ship made of ice cubes?—LT J. R. R.

• It sounds like one for Ripley's *Believe It Or Not*, but it's true. In late 1942, British, Canadian and U. S. Navy ship designers collaborated to build an "aircraft carrier" made of ice cubes to combat the German submarine threat in the North Atlantic. The ice was to be kept solid by refrigeration machinery installed in the ship's hull and was to be made from a combination of water and wood pulp called "pykrete." The chief advantage of an icy ship was a predicted ability to withstand torpedo attack—it being estimated that a "tin fish" exploding against its frozen hull would dig only a three-foot crater.

Although the full-sized carrier was never built, a prototype named Habbakuk was constructed in Canada. The model was 60 feet long, 30 feet wide and 20 feet deep.

In December 1943, however, the plan was put on ice (so to speak) because the U-boat threat was considerably less than at the plan's conception. Unlike the wooden guns you mentioned though, our sources indicate that Habbakuk would have been functional in antisubmarine warfare.—Ed.

Bicentennial Medal

SIR: Some time ago ALL HANDS printed information about how to obtain a Navy Bicentennial Medal. Could you reprint that information?—LCDR F. L. Languell.

• The medal was shown on the back cover of our May 1976 issue. The medal is available at Bureau of the Mint sales outlets in Philadelphia, Pa.; Washington, D.C.; Denver, Colo.; and San Francisco, Calif., for \$6.

For mail orders, list quantity desired and specify U. S. Navy medal number 534. Include check or money order (not cash) for \$6.25 each, payable to Bureau of the Mint, 55 Mint Street, San Francisco, CA 94175.—Ed.

Promotion Barrier?

SIR: It has been alleged—even stated quietly by the NavSup Op “Road Show”—that no Supply Corps officer can be promoted to commander unless he has served at least one tour of independent duty. Is this correct?—LCDR A. E. Overfelt

• *The Secretary of the Navy has not directed any Supply Corps selection board to consider a tour of independent duty as a prerequisite to selection; therefore, no such policy exists.*—ED.

Wants a Waiver

SIR: I was advanced to E-5 in February 1974. Shortly after I made the rate, requirements for advancement to E-6 were modified so that members are now required to have six years' time-in-service. Since I made the rate before the change was made, can I get a waiver allowing me to take the next E-6 exam or must I wait until February 1978?—RM2 M. Laude

• *Sorry, we have been informed that the revised time-in-service criterion of six years for paygrade E-6 is a requirement for all E-6 candidates. Waivers of this requirement are not granted because a member was advanced to E-5 before the change was made.*—ED.

Souvenir Hunting

SIR: Regarding your August '76 article, “Authorized Souvenir Hunting,” I recall reading an article about 10 years ago about an ATF going through refresher training that required a part for its antiquated main battery. The gunner on board recommended the Amphibious Museum display as just what he needed and, with much publicity on someone's part, received permission to cannibalize the gun. I would venture it was a bushing he needed.—LCDR G. H. Coshov

Are We Penalized?

SIR: My husband and I are both in the Navy, stationed in the same area, and well satisfied, except for one thing: when he goes to sea, we lose money. Why are we penalized just because both of us are in the service? We both collect single BAQ. But we lose his when he is gone for more than 30 days. A man whose wife is not in the service, though, continues to receive full BAQ when he has to go to sea. Additionally, we receive no separation pay and I am expected to maintain a household on about one-half of our housing income. This simply is not fair.—TD3 J. Love

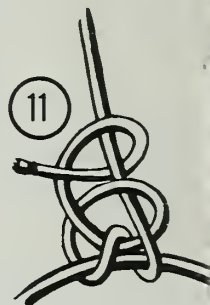
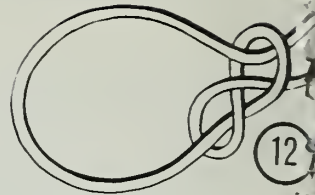
• *The BAQ inequity has been long recognized by the Navy and attempts have been made to change the laws prohibiting payment of BAQ to members without dependents and to members in your situation. To date these attempts have been unsuccessful. However, the Navy still considers correction of the inequity a high priority item.*

Regulations governing BAQ entitlements for married service members are based on two sections of public law. While a spouse may normally be considered a dependent under one of the sections, there is another (Title 37, United States Code, Section 420) which states that “a member of the uniformed service may not be paid an increased allowance . . . on account of a dependent for any period during which the dependent is entitled to basic pay . . .” Therefore, neither married member can receive BAQ at the “with dependents” rate since this constitutes an increase in allowances.

Another section of the United States Code prohibits payment of BAQ to members without dependents while on sea duty. Consequently, your husband does not receive BAQ while at sea since he is treated as a member without dependents.

The same laws also prohibit payment of separation allowance in your situation, since to do so would result in an increase in allowances received by your husband.—ED. ⚓

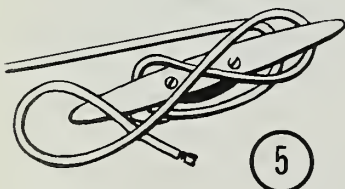
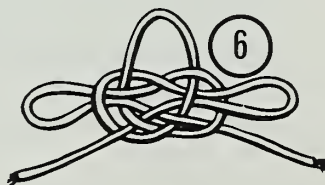
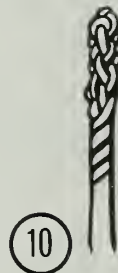
Stern Shots



Nobody knows who tied the first knot, nor in most cases how specific knots received their names. However, the word "knot" itself comes from Old English, as did the word "bend." Regardless of how they were named, knots play an important part in daily shipboard routine. Identify the various knots on this page by matching the number of the knot to the name. Answers are inside front cover.

- _____ Man Harness
- _____ Masthead
- _____ Anchor Bend
- _____ French Bowline
- _____ Back Splice
- _____ Double Blackwall

- _____ Marling
- _____ Wall
- _____ Packer's
- _____ Surgeon's
- _____ Round Seizing
- _____ Belaying



If you have an idea for Stern Shots send it to: Editor All Hands, Crystal Plaza 6, Room 1044, 2221 Jefferson Davis Highway, Washington, D. C. 20360.

GRAINS of SALT

"The other fellow just blinked"

By LT Tom Davis

Startling an unsuspecting nation, President John F. Kennedy told the American people on Oct. 22, 1962 that Soviet missile bases had been constructed in Cuba, a mere 90 miles from our mainland. To combat this "unacceptable military threat," he established the U. S. Naval Quarantine Force to blockade Cuba and prevent the continued delivery of aggressive armaments, particularly intercontinental ballistic missiles and long-range bombers, to that island country.

On that very day, ships of the U. S. Navy got underway for an indefinite period to form the Naval Quarantine Force. These naval units quickly began recalling men from liberty and leave, loading supplies and equipment, and making all necessary preparations for carrying out the President's orders.

By the morning of the 24th, Navy warships had formed a 500-mile arc extending from the eastern tip of Cuba out into the ocean. Twenty-five Soviet ships turned back after encountering the blockade.

During the next month, two powerful attack carrier groups with destroyer screens and supply ships were dispatched south of Cuba while the Atlantic Fleet Marine Force embarked aboard amphibious assault ships and put to sea. Navy dependents were evacuated from the Naval Station at Guantanamo as U. S. Marine defensive units reinforced the base. Antisubmarine elements of the U. S. Navy located and tracked Soviet submarines and merchant ships while airborne Navy control forces maintained surveillance over the ocean areas between Cuba and Europe, reporting upon the

locations and movements of all Soviet Bloc shipping.

Sixty-three ships at one time or another participated in the Naval Quarantine Force, part of the 183 U. S. Navy ships in the Atlantic and Caribbean during the operation. These U. S. ships were reinforced by ships of the navies of Argentina, Venezuela and the Dominican Republic. The quarantine itself went remarkably smoothly; ships of many nations were stopped, boarded and inspected without serious incident.

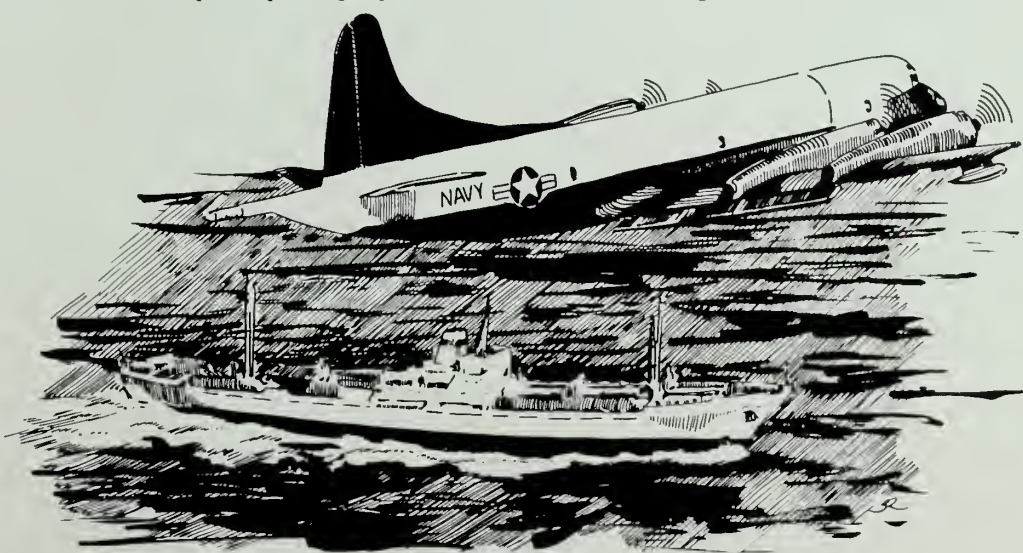
Encounters with Soviet vessels went well also, even to the point of friendly greetings between the Soviet and American vessels.

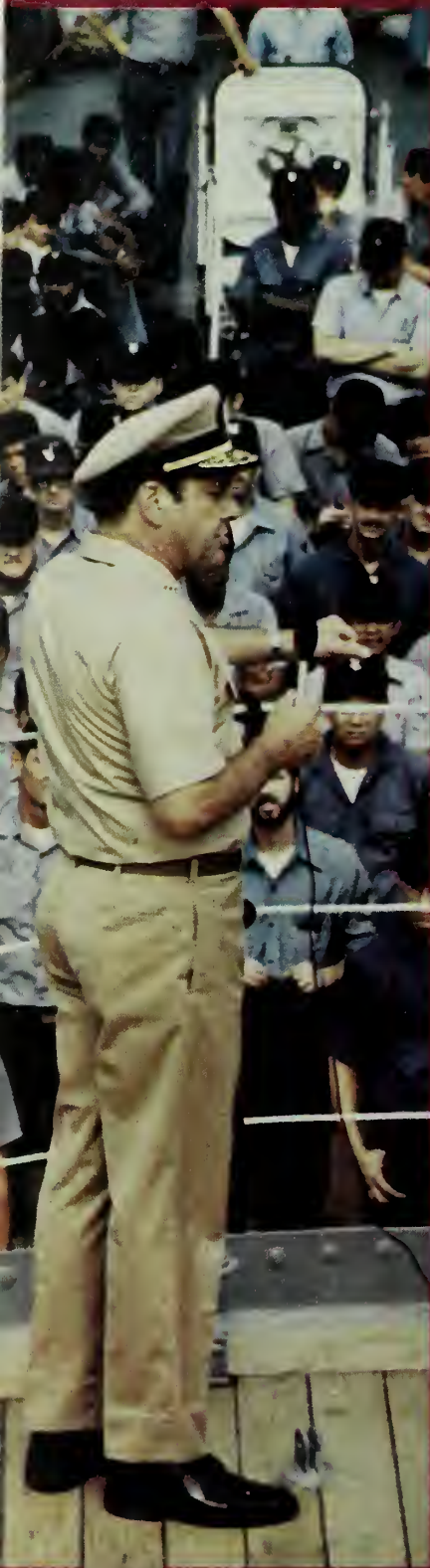
In spite of the cooperative attitude prevailing on the quarantine line, everyone knew that a life-and-death issue was being decided. Six days after the quarantine's establishment, the Soviet Union agreed to dismantle its bases in Cuba and remove its missiles and bombers.

Secretary of State Dean Rusk's assessment of the tense situation was succinct but accurate, "We're eyeball to eyeball, and I think the other fellow just blinked."

By November 8, all known offensive missiles had been removed, and the naval quarantine was lifted November 20 when the Soviets agreed to withdraw all jet bombers within 30 days.

This dramatic performance of the United States Navy in the establishment and maintenance of the Cuban quarantine served notice to the world that seapower remains a dominant force in international affairs, and that the U. S. Navy stands ready and able to carry out the policies of its government. ⚓





The CNO visits
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